Traffic Collision Statistics Report

2004

Manitoba Public Insurance

Preface

By law, all traffic collisions on public roads resulting in fatalities, injuries, or combined damage exceeding $1,000 must be reported to a law enforcement agency for entry into what's known as "Traffic Accident Reports." Data from these reports, compiled by Driver and Vehicle Licencing, form the basis for the *Traffic Collision Statistics Report*. Formerly a division of Manitoba's Department of Transportation and Government Services, Driver and Vehicle Licencing was integrated into Manitoba Public Insurance in 2004.

The *Traffic Collision Statistics Report* reveals the details surrounding traffic collisions in Manitoba, allowing users to analyze the reasons why collisions occur. Knowing more about collisions assists policy makers, traffic safety experts, public safety programmers, and legislators to pinpoint areas for review and create targeted approaches to preventing and reducing traffic collisions.

The importance of data collection is acknowledged in Canada's Road Safety Vision 2010, a national initiative aimed at making Canada's roads the safest in the world. The strategic objectives of the plan aim to raise public awareness of road safety issues; improve communication, co-operation and collaboration among road safety agencies; toughen enforcement measures; and improve national road safety data collection and quality.

Manitoba has more than 720,000 licenced drivers and more than 860,000 registered vehicles.

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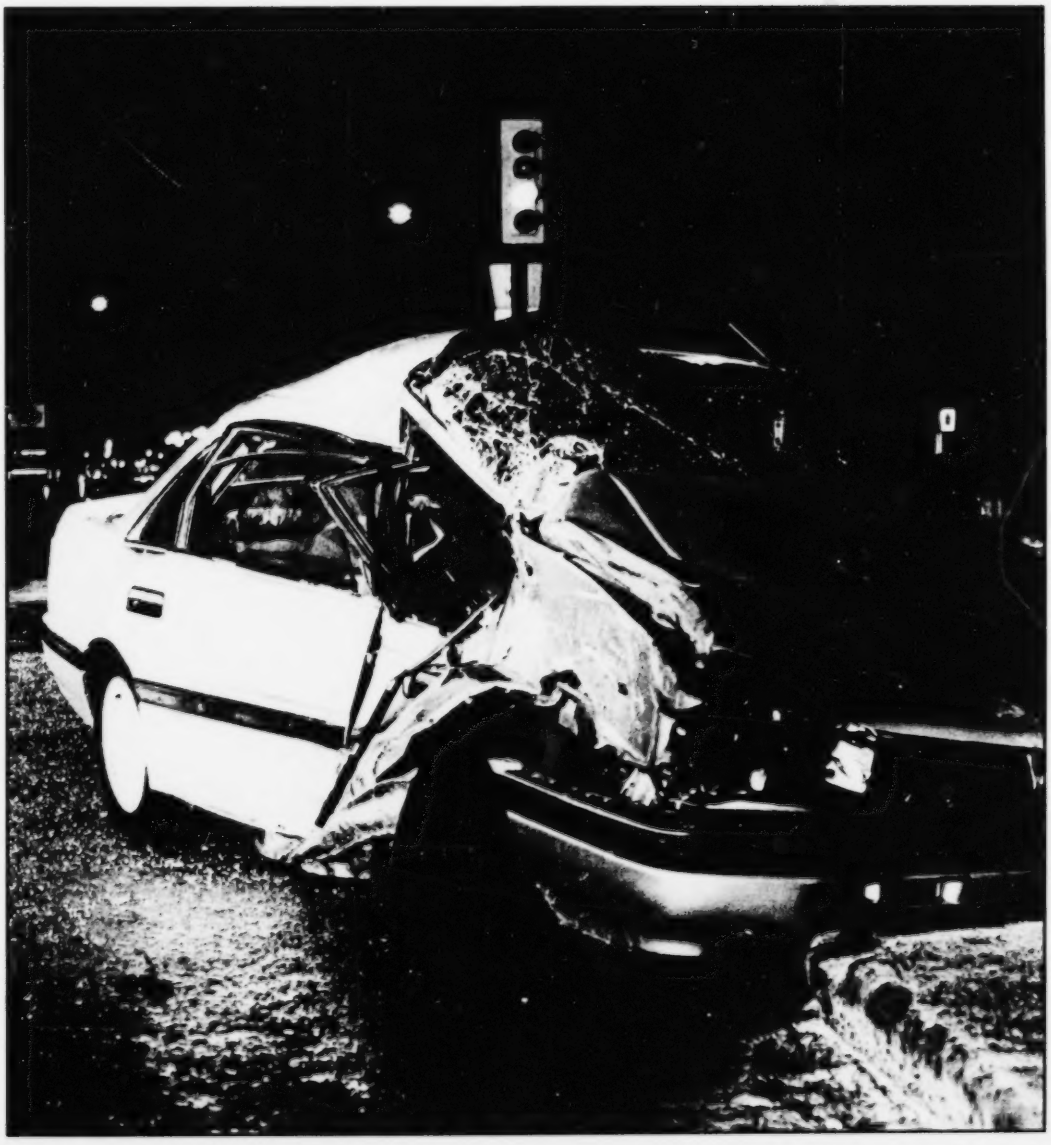


The *Traffic Collision Statistics Report* contains information obtained from all "reportable" traffic collisions in Manitoba. "Reportable" collisions are those that take place on public roads and result in fatalities, injuries or combined damage exceeding $1,000.

Section 1 (*Drivers, Vehicles, and Collision Rates: Historical Trends*) establishes collision rates for licenced drivers and registered vehicles. Data are presented as the rate per 1,000 – that is, the number of drivers (or registered vehicles) that have been involved in collisions, for every 1,000 drivers (or registered vehicles). Please note that data for fatalities, injury and property damage are presented as the rate per 10,000 drivers, taking into account the much smaller totals in these categories compared with the total number of collisions.

Section 2 (*Licenced Drivers*) is an overview of the driving population, providing a breakdown of licenced drivers by age, gender and licence status (active or suspended).

Section 3 (*Vehicle Registrations*) covers three vehicle categories: Non-Commercial, Commercial and Off-Road. Lapsed, cancelled and suspended vehicle registrations are not included in this section.

Sections 4 through 10 contain detailed collision data. Here you can review fatal and injury collision data by month, day or time of crash; consider factors such as road surface or weather; and break down location within the province. You will also find information about collision victims, pedestrian victims, the vehicles involved, the drivers involved and commercial vehicle collisions.

Section 11 covers Off-Road Vehicle Collisions.

Section 12 (*Alcohol-Related Criminal Code Convictions*) highlights drinking and driving convictions in Manitoba from 1986 to 2002 and also provides comparison data for the years 1986, 1990 and 2003.

Annual collision statistics, such as those contained in the *Traffic Collision Statistics Report*, are used to:

- indicate trends,
- identify problem driver and vehicle factors,
- evaluate current programs and new provincial road safety initiatives,
- monitor commercial vehicle collisions in accordance with the National Safety Code,
- identify highway locations which may require improvement from a safety and a highway planning perspective, and
- guide development of new policies and programs to reduce the frequency and severity of traffic accidents in the province.

Government agencies, law enforcement agencies, research organizations, consultants, public health officials and academics are among those who draw upon the collision data contained within this report.

Section 1

Drivers, Vehicles, and Collision Rates Historical Trends

106-04033/

INTRODUCTION TO SECTION 1

Manitoba calculates involvement rates for fatal, injury and property damage collisions using licenced drivers and vehicles registered for the years 1995 to 2004 inclusive. This section also deals with relative involvement rates of drivers by specific age groups and provides insight into the trends, in this respect.

Fatal, Injury, and Property Damage Collisions by Total Licenced Drivers[1] 1995 – 2004

Year	Licenced Drivers	Total Collisions	Collisions /1,000 Drivers	Total Fatal	Fatal /10,000 Drivers	Total Injury	Injury /10,000 Drivers	Total P. Damage	P. Damage /10,000 Drivers
1995	680142	32398	47.6	108	1.6	8783	129.1	23507	345.6
1996	684798	29089	42.5	79	1.2	7509	109.7	21501	314.0
1997	687229	27113	39.5	101	1.5	6698	97.5	20334	295.9
1998	692941	27124	39.1	109	1.6	6879	99.3	20136	290.6
1999	702851	28667	40.8	99	1.4	6959	99.0	21609	307.4
2000	706512	30973	43.8	92	1.3	6931	98.1	23950	339.0
2001	710456	30999	43.6	82	1.2	6656	93.7	24261	341.5
2002	715793	31983	44.7	99	1.4	6953	97.2	24931	348.3
2003	720099	34933	48.5	98	1.3	7312	101.5	27523	382.2
2004	728571	35382	48.6	90	1.2	6939	95.2	28353	389.2

[1] Licenced drivers include active and suspended drivers who held a valid licence within the licencing year.

Over the past 10 years, traffic collisions have increased by 9.2% (32,398 to 35,382) while licenced drivers have increased by 7.1%. Collision rates for licenced drivers have increased by 2.1% from 47.6/1,000 drivers in 1995 to 48.6/1,000 drivers in 2004. Fatal collision rates decreased by 25.0% from 1.6/10,000 drivers in 1995 to 1.2/10,000 drivers in 2004. Injury collision rates decreased by 26.3% from 129.1/10,000 drivers in 1995 to 95.2/10,000 drivers in 2004. Property Damage collision rates rose from 345.6/10,000 to 389.2/10,000, an increase of 12.6%.

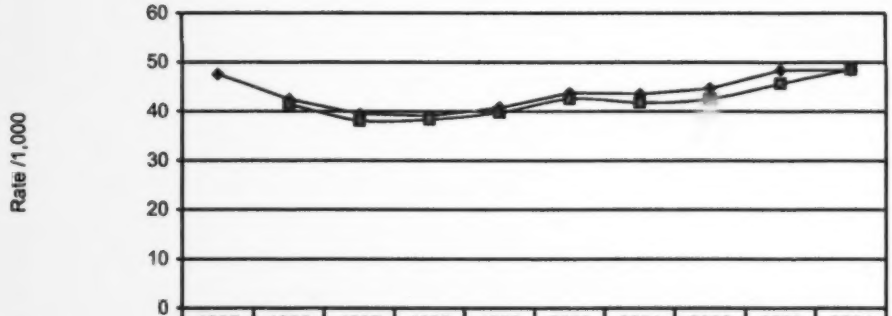
Fatal, Injury, and Property Damage Collisions by Vehicles Registered[1] 1998 – 2004

Year	Vehicles Registered [2]	Total Collisions	Collisions /1,000 Vehicles	Total Fatal	Fatal /10,000 Vehicles	Total Injury	Injury /10,000 Vehicles	Total P. Damage	P. Damage /10,000 Vehicles
1998	706541	27124	38.4	109	1.5	6879	97.4	20136	285.0
1999	719534	28667	39.8	99	1.4	6959	96.7	21609	300.3
2000	727562	30973	42.6	92	1.3	6931	95.3	23950	329.2
2001	742033	30999	41.8	82	1.1	6656	89.7	24261	327.0
2002	750631	31983	42.6	99	1.3	6953	92.6	24931	332.1
2003	763761	34933	45.7	98	1.2	7312	95.7	27523	360.3
2004	775390	35382	45.6	90	1.1	6939	89.5	28353	365.7

[1] Since 1998, vehicles registered have excluded lapsed, cancelled and suspended registrations.
[2] Vehicles registered exclude off-road vehicles, snow vehicles (HTA), trailers (HTA), tractors other than farm and PSV trailers.

Between 1998 and 2004, traffic collision rates have increased by 18.7% from 38.4/1,000 vehicles registered in 1998 to 45.6/1,000 in 2004. Fatal collision rates have decreased by 26.7% from 1.5/10,000 registered vehicles in 1998 to 1.1/10,000 in 2004. Injury collision rates decreased by 8.1% from 97.4/10,000 registered vehicles in 1998 to 89.5/10,000 in 2004.

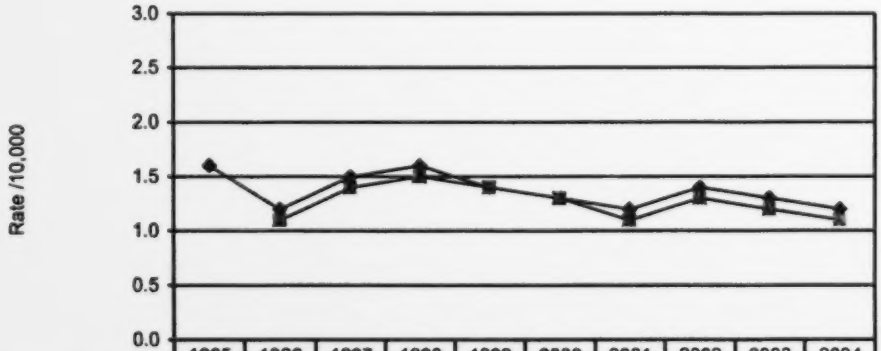
Total Collisions
/1,000 Licenced Drivers and Vehicles Registered
1995 - 2004 and 1996 - 2004



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Licenced Drivers	47.6	42.5	39.5	39.1	40.8	43.8	43.6	44.7	48.5	48.4
Vehicles Registered	n/a	41.4	38.1	38.4	39.8	42.6	41.8	42.6	45.7	48.6

This graph represents a 10-year history of collision rates by licenced drivers and a nine-year collision rate for vehicles. The years 1997 to 1999 represent a low in collision rates for licenced drivers.

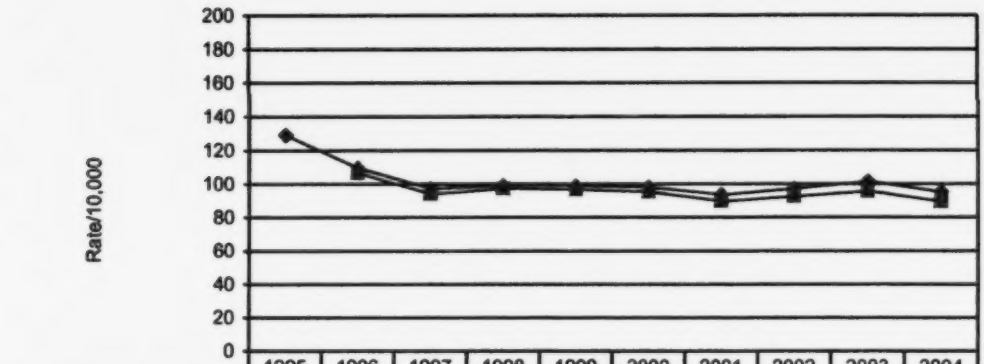
Fatal Collisions
/10,000 Licenced Drivers and Vehicles Registered
1995 - 2004 and 1996 - 2004



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Licenced Drivers	1.6	1.2	1.5	1.6	1.4	1.3	1.2	1.4	1.3	1.2
Vehicles Registered	n/a	1.1	1.4	1.5	1.4	1.3	1.1	1.3	1.2	1.1

Fatal collision rates by licenced drivers declined by 25.0% between 1995 and 2004, (1.6 to 1.2) after an increase in 2002, over 2001. The fatal collision rate by registered vehicles has continued to decline since 2002.

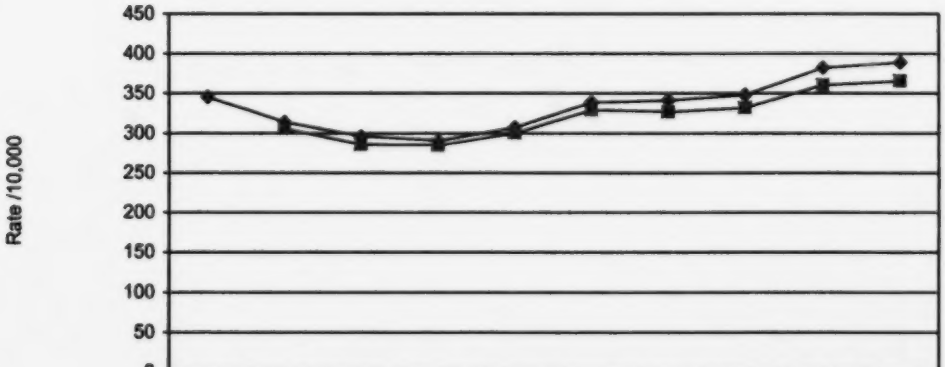
Injury Collisions /10,000 Licenced Drivers and Vehicles Registered 1995 - 2004 and 1996 - 2004



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Licenced Drivers	129.1	109.7	97.5	99.3	99.0	98.1	93.7	97.2	101.5	95.2
Vehicles Registered	n/a	106.8	94.1	97.4	96.7	95.3	89.7	92.6	95.7	89.5

Overall, injury collision rates for licenced drivers declined by 26.3%, from 129.1/10,000 in 1995 to 95.2/10,000 in 2004. Injury collision rates by vehicles registered decreased by 16.2%, from 106.8/10,000 registered vehicles in 1996 to 89.5/10,000 in 2004.

Property Damage Collisions /10,000 Licenced Drivers and Vehicles Registered 1995 - 2004 and 1996 - 2004



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Licenced Drivers	345.6	314.0	295.9	290.6	307.4	339.0	341.5	348.3	382.2	389.2
Vehicles Registered	n/a	305.8	285.7	285.0	300.3	329.2	327.0	332.1	360.5	365.7

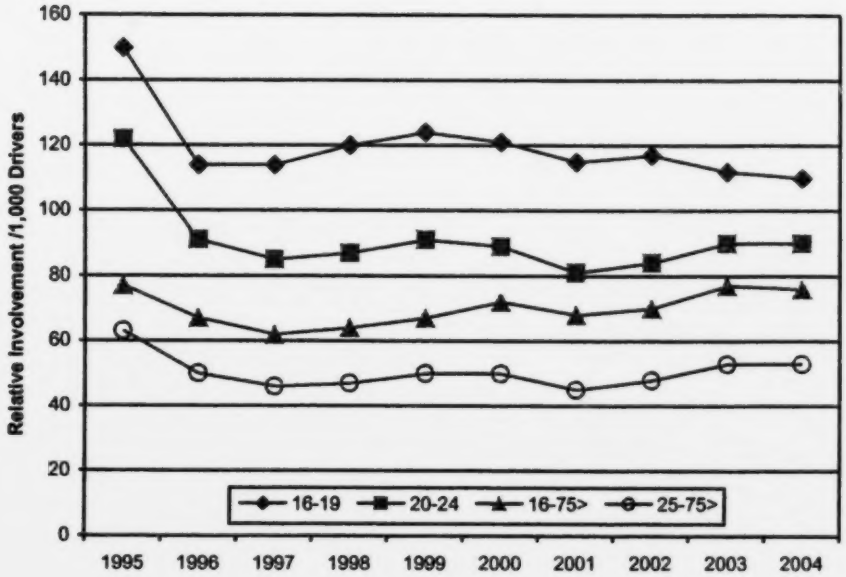
Property damage collision rates rose by 12.6% from 345.6/10,000 in 1995 to 389.2/10,000 in 2004 (licenced drivers) and by 19.6%, from 305.8/10,000 in 1996 to 365.7/10,000 vehicles registered in 2004.

Relative Involvement /1,000 Active Licenced Drivers by Age Group 1995 – 2004

Age Group	Year									
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
16-19	150	117	117	120	124	121	115	117	112	110
20-24	122	95	89	87	91	89	81	84	90	90
25-34	85	68	63	62	64	62	57	60	64	65
35-44	64	54	51	50	53	53	48	53	59	61
45-54	57	49	45	44	47	46	44	46	52	51
55-64	48	42	38	39	42	40	38	40	45	46
65-74	42	38	34	34	36	37	34	36	40	39
75>	45	38	33	36	38	38	38	36	41	38
Ages 16-75>	77	70	64	64	67	72	68	70	77	76
Ages 25-75>	63	50	46	47	50	50	45	48	53	53

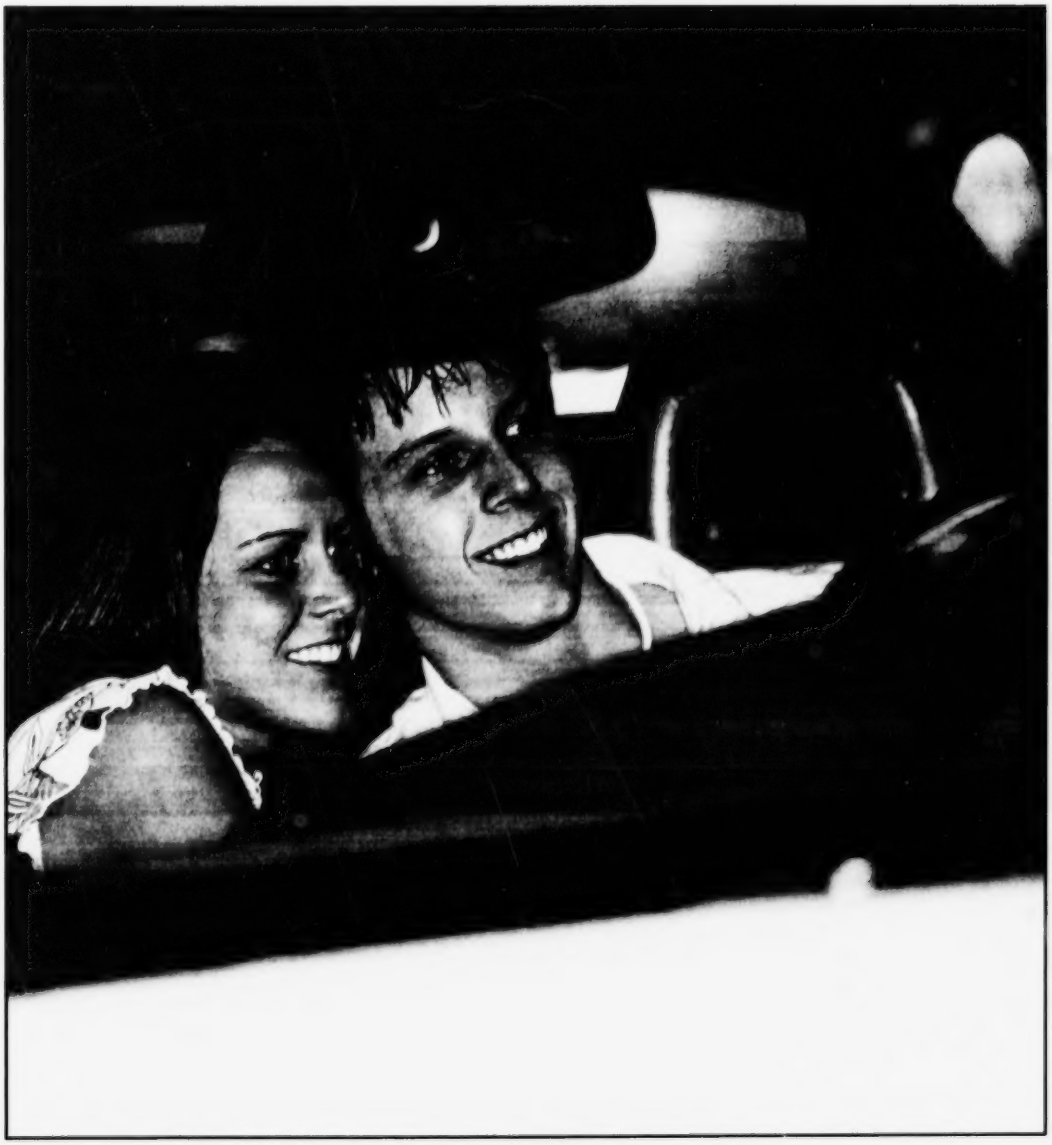
Relative involvement rates indicate 16-19 year olds, followed by those aged 20-24, are more likely to be involved in collisions than any other age group. This explains why the relative involvement rates for all ages (16-75>) are substantially higher than for those aged 25-75> (76/1,000 versus 53/1,000).

Relative Involvement /1,000 Drivers by Selected Age Group 1995 – 2004



Section 2

Licenced Drivers



INTRODUCTION TO SECTION 2

This section deals with active and suspended drivers by specific age groups, gender and Manitoba licence class designation.

At the beginning of this section there is a quick reference chart of Manitoba's licence and vehicle class descriptions. A review of that chart will indicate which class of licence is required for operating certain vehicle classes.

Since the inception of Graduated Driver Licencing (GDL) the following tables give the number of licenced drivers by driver licence stages (full class licence – 5/F, intermediate stage under GDL – 5I, and learner licence under GDL – 5/L).

In view of the fact that the majority of Class 6 (motorcycle) licence holders also possess Class 1 to 5 licences, the number have been included in the Class 1 to 5 totals. Pages 22 to 24 deal specifically with the number of Class 6 active motorcycle licenced drivers by gender, age group and licence class.

Class Licence System Quick Reference Chart

Licence Class	Description
1	Class 1 licence permits the holder to operate all motor vehicles (except motorcycles) or combination of vehicles, semi-trailers, trucks, buses, etc., including all vehicles in Classes 2, 3, 4, and 5.
2	Class 2 licence permits the holder to operate all vehicles except vehicles in Class 1 and 6.
3	Class 3 licence permits the holder to operate all motor vehicles except vehicles in Classes 1, 2, and 6.
4	Class 4 licence permits the holder to operate all motor vehicles except vehicles in Classes 1, 2, 3, and 6.
5	Class 5 licence permits the holder to operate a Class 5 motor vehicle and a Class 3 motor vehicle if it is registered as a farm truck.
6	Class 6 licence permits the holder to operate a motorcycle. Operation of vehicles in Classes 1 to 5 are prohibited, unless the Class 6 licence is held in conjunction with Class 1, 2, 3, 4 or 5 licence.

Vehicle Classification Quick Reference Chart

Vehicle Class	Description
1	Semi-trailer trucks.
2	Buses having a seating capacity of over 24 passengers, while carrying passengers, and school buses having a seating capacity of over 36 passengers, while carrying passengers.
3	Trucks with more than two axles, including any combination of vehicles, or trucks with two axles towing a vehicle with a registered gross vehicle weight (GVW) of more than 4,540 kg. but does not include a semi-trailer truck.
4	Taxis, ambulances, and any other emergency vehicles, buses with a seating capacity between 10 and 24 passengers (while carrying passengers) and school buses with a seating capacity between 10 and 36 passengers, while carrying passengers.
5	Passenger cars, a bus while not carrying passengers, trucks with two axles, and any combination of vehicles consisting of a truck with two axles and a towed vehicle with a registered gross vehicle weight (GVW) of up to 4,540 kg.
6	Motorcycles.

Class 1-5 Licenced Drivers
By Age Group, Sex and Driver Status

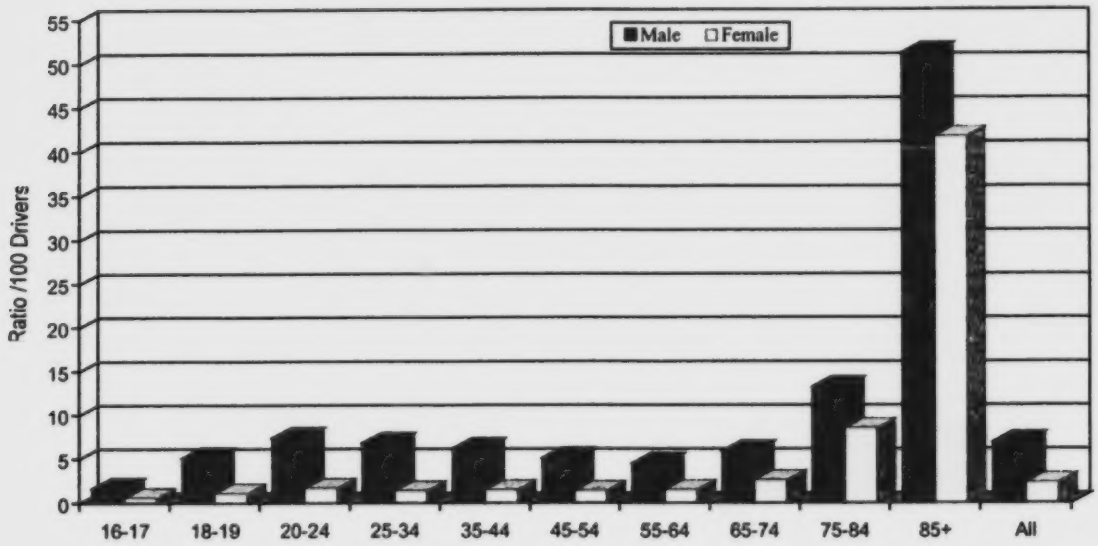
Age Group	Sex	Active Drivers	Suspended Drivers	Total Drivers	%	Suspended /100 Drivers
16-17	M	10865	189	11054	2.9	1.7
	F	10438	64	10502	3.1	0.6
	Total	21303	253	21556	3.0	1.2
18-19	M	11936	640	12576	3.3	5.1
	F	11371	122	11493	3.3	1.1
	Total	23307	762	24069	3.3	3.2
20-24	M	28911	2322	31233	8.1	7.4
	F	27485	467	27952	8.1	1.7
	Total	56396	2789	59185	8.1	4.7
25-34	M	57655	4208	61863	16.1	6.8
	F	56185	797	56982	16.6	1.4
	Total	113840	5005	118845	16.3	4.2
35-44	M	70985	4695	75680	19.7	6.2
	F	68397	1061	69458	20.2	1.5
	Total	139382	5756	145138	19.9	4.0
45-54	M	72770	3887	76657	19.9	5.1
	F	68693	949	69642	20.3	1.4
	Total	141463	4836	146299	20.1	3.3
55-64	M	51616	2421	54037	14.0	4.5
	F	47244	709	47953	13.9	1.5
	Total	98860	3130	101990	14.0	3.1
65-74	M	31631	1993	33624	8.7	5.9
	F	27644	742	28386	8.3	2.6
	Total	59275	2735	62010	8.5	4.4
75-84 *	M	18332	2793	21125	5.5	13.2
	F	16078	1490	17568	5.1	8.5
	Total	34410	4283	38693	5.3	11.1
85> *	M	3339	3498	6837	1.8	51.2
	F	2301	1648	3949	1.1	41.7
	Total	5640	5146	10786	1.5	47.7
All Ages	M	358040	26646	384686	100.0	6.9
	F	335836	8049	343885	100.0	2.3
	Total	693876	34695	728571	100.0	4.8

Active drivers include the annual average of drivers on file with a driver licence expiry date in the future. Suspended drivers refer to an annual average of drivers who are suspended.

* The rate of suspension for drivers aged 75+ is nearly four times higher than for drivers of all ages: 19.1/100 licensed drivers versus 4.8/100. This is primarily due to the fact that higher proportions of older drivers were indefinitely suspended for medical reasons.

Note: Since the majority of Class 6 licence holders also possess Class 1 to 5 licences, the numbers have been included in the Class 1 to 5 totals.

Comparison of Male and Female Class 1-5 Suspended Drivers/100 Licenced Drivers



Class 1-5 Licenced Drivers By Year and Driver Status 1995 - 2004

Licencing Year	Active Drivers	Suspended Drivers	Total Drivers
1995	652220	27922	680142
1996	655566	29232	684798
1997	658602	28627	687229
1998	663980	28961	692941
1999	672824	30027	702851
2000	675532	30980	706512
2001	678616	31840	710456
2002[1]	682980	32813	715793
2003[1]	686426	33673	720099
2004[1]	693876	34695	728571
% Change 1995-2004	6.4	24.3	7.1

[1]Excludes drivers holding only a Class 6 licence whose numbers generally range between 25 to 30 annually.

Between 1995 and 2004, the number of suspended drivers increased at a rate nearly four times greater than for active drivers – 24.3% versus 6.4%.

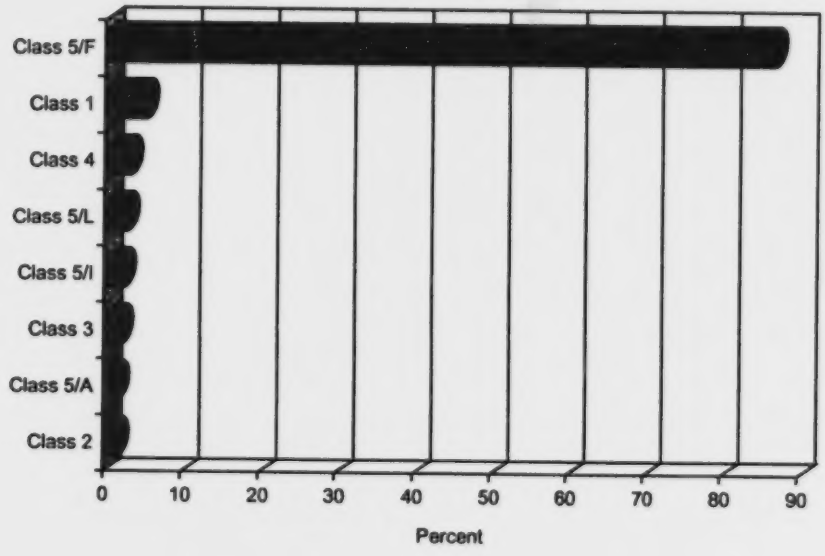
Class 1-5 Licenced Drivers
By Licence Class, Driver Status and Sex

Licence Class	Active Drivers				Suspended Drivers				Total	%
	Male	Female	S/Total	%	Male	Female	S/Total	%		
1.0	30360	1225	31585	4.6	987	27	1014	2.9	32599	4.5
2.0	4735	1620	6355	0.9	120	19	139	0.4	6494	0.9
3.0	9886	293	10179	1.5	329	6	335	1.0	10514	1.4
4.0	12583	4736	17319	2.5	647	64	711	2.0	18030	2.5
5/A	2107	3871	5978	0.9	360	127	487	1.4	6465	0.9
5/F	284956	309959	594915	85.7	23850	7705	31555	91.0	626470	86.0
5/I	6445	5705	12150	1.7	190	39	229	0.7	12379	1.7
5/L	6968	8427	15395	2.2	163	62	225	0.6	15620	2.1
Total	358040	335836	693876	100.0	26646	8049	34695	100.0	728571	100.0

Manitoba Class 5 Driver's Licence Stages

5/A - Learner drivers who are not in Graduated Driver Licencing
5/F - Full Class 5 licence
5/I - Intermediate Stage under Graduated Driver Licencing
5/L - Learner licence under Graduated Driver Licencing

Distribution of Total Drivers, by Licence Class



Active and Suspended Class 1-5 Male Drivers by Age Group and Licence Class

Age Group	Status	Licence Class								Total
		1.0	2.0	3.0	4.0	5/A	5/F	5/I	5/L	
16-17	Active	0	0	0	0	3	957	5059	4846	10865
	Suspd[1]	0	0	0	0	0	22	127	40	189
	Subtotal	0	0	0	0	3	979	5186	4886	11054
18-19	Active	69	1	25	52	396	9717	814	862	11936
	Suspd[1]	3	0	0	2	26	523	41	45	640
	Subtotal	72	1	25	54	422	10240	855	907	12576
20-24	Active	1010	44	249	674	618	25532	241	543	28911
	Suspd[1]	35	0	7	21	93	2110	17	39	2322
	Subtotal	1045	44	256	695	711	27642	258	582	31233
25-34	Active	5204	361	1117	3057	543	46734	193	446	57655
	Suspd[1]	189	12	33	97	77	3762	5	33	4208
	Subtotal	5393	373	1150	3154	620	50496	198	479	61863
35-44	Active	8311	1070	2162	3775	278	55111	90	188	70985
	Suspd[1]	253	34	65	179	56	4102	0	6	4695
	Subtotal	8564	1104	2227	3954	334	59213	90	194	75680
45-54	Active	8984	1589	3623	3250	154	55077	34	59	72770
	Suspd[1]	211	39	106	182	38	3311	0	0	3887
	Subtotal	9195	1628	3729	3432	192	58388	34	59	76657
55-64	Active	5202	1252	2037	1505	61	41530	11	18	51616
	Suspd[1]	176	15	59	106	9	2056	0	0	2421
	Subtotal	5378	1267	2096	1611	70	43586	11	18	54037
65-74	Active	1441	380	606	248	30	28919	1	6	31631
	Suspd[1]	86	8	39	36	9	1815	0	0	1993
	Subtotal	1527	388	645	284	39	30734	1	6	33624
75-84*	Active	136	38	66	22	16	18053	1	0	18332
	Suspd[1]	29	8	11	17	25	2703	0	0	2793
	Subtotal	165	46	77	39	41	20756	1	0	21125
85+*	Active	3	0	1	0	8	3326	1	0	3339
	Suspd[1]	5	4	9	7	27	3446	0	0	3498
	Subtotal	8	4	10	7	35	6772	1	0	6837
Total	Active	30360	4735	9886	12583	2107	284956	6445	6968	358040
	Suspd[1]	987	120	329	647	360	23850	190	163	26646
	Grand Total	31347	4855	10215	13230	2467	308806	6635	7131	384686

[1]Suspd = Suspended

Among males, the 45-54 age group accounted for the highest number of active drivers while the 35-44 age group accounted for the highest number of suspended drivers.

*Drivers aged 75 and older accounted for 23.6% of suspended drivers. The age groups 75-84 and 85+ display a comparatively higher number of suspensions as drivers in these age groups typically represent drivers indefinitely suspended for medical reasons.

Active and Suspended Class 1-5 Female Drivers by Age Group and Licence Class

Age Group	Status	Licence Class								Total
		1.0	2.0	3.0	4.0	5/A	5/F	5/I	5/L	
16-17	Active	0	0	0	0	1	804	4458	5175	10438
	Suspd[1]	0	0	0	0	0	14	29	21	64
	Subtotal	0	0	0	0	1	818	4487	5196	10502
18-19	Active	2	0	1	20	621	9110	627	990	11371
	Suspd[1]	0	0	0	0	12	93	10	7	122
	Subtotal	2	0	1	20	633	9203	637	997	11493
20-24	Active	35	3	11	341	1128	25096	181	690	27485
	Suspd[1]	2	0	0	0	48	396	0	21	467
	Subtotal	37	3	11	341	1176	25492	181	711	27952
25-34	Active	239	155	35	1608	1033	51996	251	868	56185
	Suspd[1]	3	3	0	10	23	748	0	10	797
	Subtotal	242	158	35	1618	1056	52744	251	878	56982
35-44	Active	402	531	39	1525	629	64675	126	470	68397
	Suspd[1]	16	5	0	20	14	1003	0	3	1061
	Subtotal	418	536	39	1545	643	65678	126	473	69458
45-54	Active	394	584	95	933	315	66149	50	173	68693
	Suspd[1]	4	8	4	19	7	907	0	0	949
	Subtotal	398	592	99	952	322	67056	50	173	69642
55-64	Active	142	314	94	281	88	46273	7	45	47244
	Suspd[1]	2	2	2	8	0	695	0	0	709
	Subtotal	144	316	96	289	88	46968	7	45	47953
65-74	Active	11	32	16	27	28	27514	4	12	27644
	Suspd[1]	0	0	0	2	7	733	0	0	742
	Subtotal	11	32	16	29	35	28247	4	12	28386
75-84	Active	0	1	2	1	21	16048	1	4	16078
	Suspd[1]	0	1	0	5	9	1475	0	0	1490
	Subtotal	0	2	2	6	30	17523	1	4	17568
85+	Active	0	0	0	0	7	2294	0	0	2301
	Suspd[1]	0	0	0	0	7	1641	0	0	1648
	Subtotal	0	0	0	0	14	3935	0	0	3949
Total	Active	1225	1620	293	4736	3871	309959	5705	8427	335836
	Suspd[1]	27	19	6	64	127	7705	39	62	8049
	Grand Total	1252	1639	299	4800	3998	317664	5744	8489	343885

[1]Suspd = Suspended

Among females, the 45-54 age group accounted for the highest number of active drivers. However, only 1.4% of drivers in that age group were suspended versus 2.3% of drivers of all ages.

*Drivers aged 75 and older accounted for 39.0% of suspended drivers. Their comparatively higher percentage of suspensions is primarily due to the higher rates of indefinite suspension for medical reasons.

Class 6 Active Licenced Drivers
By Age Group, Sex and Driver Status

Age Group	Sex	Active Drivers	%
16-17	M	162	0.3
	F	10	0.1
	Total	172	0.3
18-19	M	487	0.8
	F	51	0.7
	Total	538	0.8
20-24	M	2272	3.8
	F	274	4.1
	Total	2546	3.8
25-34	M	6611	10.9
	F	801	11.9
	Total	7412	11.0
35-44	M	17004	28.1
	F	1881	28.0
	Total	18885	28.1
45-54	M	22690	37.5
	F	2652	39.5
	Total	25342	37.7
55-64	M	8593	14.2
	F	845	12.6
	Total	9438	14.0
65-74	M	1983	3.3
	F	155	2.3
	Total	2138	3.2
75-84 *	M	619	1.0
	F	52	0.8
	Total	671	1.0
85+ *	M	65	0.1
	F	0	0.0
	Total	65	0.1
All Ages	M	60486	100.0
	F	6721	100.0
	Total	67207	100.0

Active drivers include the annual average of drivers on file with a driver licence expiry date in the future.

* The largest percentage of male motorcyclists occurs in the 45-54 (37.5%) and 35-44 (28.1%) age groups. The situation is similar for female motorcyclists with those aged 45-54 accounting for 39.5% and those aged 35-44 for 28.0%.

Note: Since the vast majority of Class 6 licence holders also possess Class 1 to 5 licences, the numbers in the above table have been included in the previous Class 1 to 5 totals.

Total Class 6 Active Licenced Drivers By Year and Driver Status 1995 - 2004

Licencing Year	Active Drivers
1995	45866
1996	46033
1997	46184
1998	46448
1999	46993
2000	46931
2001	46784
2002	46905
2003	50914
2004	67207
% Change 1995-2004	46.5

The number of motorcyclists held fairly stable between 1999 and 2002 but has since risen by 43.3%.

Manitoba Class 6 Driver's Licence Stages

6/A - Learner licence acquired before introduction of Graduated Driver Licencing
6/F - Full Class 6 licence
6/L - Learner licence under Graduated Driver Licencing
6/M – Licence received after passing written test, entitling holder to take the Motorcycle Training Course

Class 6 Active Licenced Drivers By Licence Class, Driver Status and Sex

Licence Class	Active Drivers			
	Male	Female	Total	%
6/A	2022	350	2372	3.5
6/F	55098	5414	60512	90.1
6/I	5	0	5	-.-
6/L	2719	792	3511	5.2
6/M	642	165	807	1.2
Total	60486	6721	67207	100.0

Full Class 6 licence holders accounted for 90.1% of all Manitoba-licenced motorcyclists and learners under the Graduated Driver Licencing program accounted for 5.2%.

Active Class 6 Male Drivers by Age Group and Licence Class

Age Group	Licence Class					Total	% of Total
	6/A	6/F	6/I	6/L	6/M		
16-17	0	10	4	95	53	162	0.3
18-19	36	92	1	263	95	487	0.8
20-24	377	861	0	805	229	2272	3.8
25-34	860	4827	0	773	151	6611	10.9
35-44	463	16067	0	400	74	17004	28.1
45-54	199	22200	0	268	23	22690	37.5
55-64	65	8418	0	98	12	8593	14.2
65-74	17	1945	0	16	5	1983	3.3
75-84	5	613	0	1	0	619	1.0
85>	0	65	0	0	0	65	0.1
Total	2022	55098	5	2719	642	60486	100.0

The highest number of male new learners holding Class 6 (motorcycle) licences under Graduated Driver Licencing (GDL) appears in the 20-24 (805 or 29.6%) age group and among those aged 25-34 (773 or 28.4%). Those who still have learner licences predating GDL (i.e., 6/A) tend to be older, with 79.6% over 24 versus 57.2% of those with learner licences acquired under GDL.

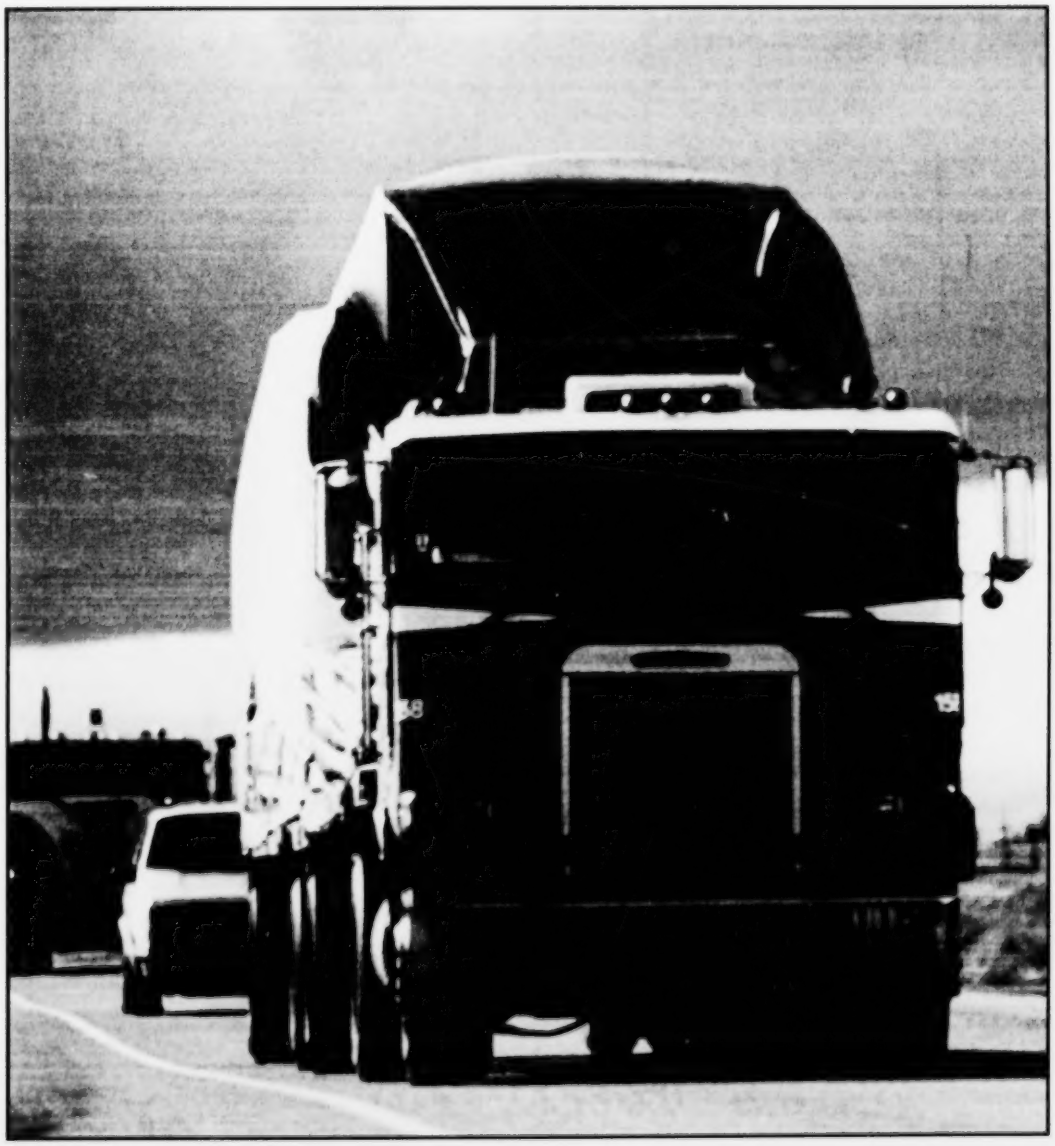
Active Class 6 Female Drivers by Age Group and Licence Class

Age Group	Licence Class				Total	% of Total
	6/A	6/F	6/L	6/M		
16-17	0	0	5	5	10	0.1
18-19	4	9	30	8	51	0.7
20-24	37	59	143	35	274	4.1
25-34	109	418	222	52	801	11.9
35-44	124	1484	240	33	1881	28.0
45-54	65	2421	140	26	2652	39.5
55-64	8	819	12	6	845	12.6
65-74	3	152	0	0	155	2.3
75-84	0	52	0	0	52	0.8
85>	0	0	0	0	0	0.0
Total	350	5414	792	165	6721	100.0

The highest number of female new learners holding Class 6 (motorcycle) licences under Graduated Driver Licencing (GDL) appears in the 35-44 (240 or 30.3%) age group and among those aged 25-34 (222 or 28.0%). Females older than 24 accounted for 77.5% of those whose learner licences were acquired under GDL and 88.3% of those whose learner licences predate GDL.

Section 3

Vehicle Registrations



INTRODUCTION TO SECTION 3

Section 3 deals with the number of vehicle registration transactions by non-commercial and commercial vehicle class. For the definition of these motor vehicle classes listed in this section refer to the glossary.

The vehicle registration summary table represents the period of 1999 to 2004. The vehicle registration reporting *excludes* lapsed, cancelled and suspended vehicle registrations and *includes* transfers and short term policies.

By Non-Commercial Vehicle Class
2004

Vehicle Class	Net Total	%
Passenger	537,561	67.4
Antique	58	-.-
Motorcycle/Moped	7,061	0.9
Truck	121,659	15.3
Farm Truck	43,995	5.5
Snow Vehicle	19	-.-
Trailer	86,559	10.9
Tractor (Other than Farm-type)	67	-.-
Total Vehicles Registered	796,979	100.0
Off-Road Vehicles (*The Off-Road Vehicles Act*)		
Snowmobiles	36,154	

By Commercial Vehicle Class
2004

Vehicle Class[1]	Net Total	%
Commercial Truck	17,479	26.8
Public Service Vehicle Truck	8,120	12.5
Dealer and Repairer	4,518	6.9
Taxi/Livery/Limousine	830	1.3
Public Service Vehicle Bus	88	0.1
Commercial Trailer	34,021	52.3
Public Service Vehicle Trailer	45	0.1
Total Vehicles Registered	65,101	100.0

[1]For definition of these motor vehicle classes refer to the glossary.

Each motorcycle is counted as 0.5. Motorcycle registrations are based on Transport Canada's methodology: a motorcycle is not used for the full year; therefore it is counted as 0.5.

Summary
1999 – 2004

Registration Class	1999	2000	2001	2002	2003	2004	% Change 2003-2004
Non-Commercial Vehicle Class							
Passenger	496,295	502,987	511,300	520,200	530,665	537,561	1.3
Antique	58	68	73	75	62	58	[2]
Motorcycle/Moped	4,893	5,217	5,694	6,361	7,070	7,061	-0.1
Truck	116,054	115,740	116,702	117,875	119,386	121,659	1.9
Farm Truck	47,912	46,726	46,263	45,651	44,702	43,995	-1.6
Snow Vehicle	27	25	22	23	21	19	[2]
Trailer	72,175	73,334	76,633	77,544	81,062	86,559	6.8
Tractor (non-farm)	78	73	80	83	79	67	[2]
Subtotal	737,492	744,170	756,767	767,812	783,047	796,979	1.8
Commercial Vehicle Class							
Truck	16,249	16,196	16,372	16,473	17,108	17,479	2.2
PSV – Truck	3,646	3,776	5,686	6,163	6,771	8,120	19.9
Dealer/Repairer	4,538	4,814	5,015	4,953	4,511	4,518	0.2
Taxi/Livery	763	833	840	823	841	830	-1.3
PSV-Bus	64	71	71	73	73	88	[2]
Trailers[1]	29,062	31,134	34,017	31,984	32,572	34,021	4.4
PSV-Trailers	26	30	35	47	51	45	[2]
Subtotal	54,348	56,854	62,036	60,516	61,927	65,101	5.1
Total Registrations	**791,840**	**801,024**	**818,803**	**828,328**	**844,974**	**862,080**	**2.0**
Snowmobiles							
Total	25,170	29,291	29,288	30,918	34,149	36,154	5.9
Off-Road Vehicle Dealer Plates							
Total	236	260	238	229	247	245	-0.8

[1]Commercial trailers include semi-trailers.

[2]Numbers too low to permit valid comparison

Total vehicle registration transactions (excluding snowmobiles) increased by 8.9% between 1999 and 2004, from 791,840 to 862,080. Non-commercial vehicle registration transactions rose by 8.1%, from 737,492 to 796,979 while commercial vehicle registrations increased by 19.8%, from 54,348 to 65,101.

Section 4

Traffic Collisions

INTRODUCTION TO SECTION 4

This section begins with a 10-year summary highlighting the four key elements of traffic collisions:

- the number of collisions;
- the number of victims killed or injured;
- the number of vehicles involved in the collisions; and
- the number of drivers involved.

Crashes are defined by three accident severity types: fatal, injury and property damage. A fatal traffic accident is a crash where an injured victim dies within 30 days. A motor vehicle collision resulting in injury but not death is an injury collision. Property damage crashes in excess of $1,000 combined damage must also be reported to a law enforcement agency.

The elements examined in this section include:

- month, day, time of crash;
- environmental (weather, road surface); and
- provincial locations (cities/towns).

It is important to note that the number of fatal or injured collisions is not an indicator of the number of fatal or injured victims as each collision can result in multiple victims.

The term, "collision type", refers to the object struck by a motor vehicle (for example, a pedestrian, another motor vehicle, or a fixed object) or to what happened to the vehicle in a single-vehicle mishap (for example, overturned, ran off road). The term, "collision severity", refers to fatal, injury, and property damage collisions.

Urban and rural locations are identified to indicate significant regional variations in collision severity and collision type.

"Accident configuration" briefly describes the action taken by a vehicle immediately prior to the collision.

Ten Year Summary
1995– 2004

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Total Collisions	32398	29089	27133	27124	28667	30973	30999	31983	34933	35382
Fatal	108	79	101	109	99	92	82	99	98	90
Injury	8783	7509	6698	6879	6959	6931	6656	6953	7312	6939
Property Damage	23507	21501	20334	20136	21609	23950	24261	24931	27523	28353
Total Victims	12266	10560	9267	9652	9810	9596	9096	9642	9886	9418
Killed	128	93	119	121	113	111	94	109	104	99
Injured	12138	10467	9148	9531	9697	9485	9002	9533	9782	9319
Total Vehicles Involved	55392	49712	45959	46005	48457	52810	51123	52829	57589	57952
Fatal	188	115	147	170	157	140	138	156	150	131
Injury	16120	13428	11955	12371	12543	12362	11770	12384	12827	12260
Property Damage	39084	36169	33857	33464	35757	40308	39215	40289	44612	45561
Total Drivers Involved	50319	46020	42324	42578	44862	48859	46324	48082	52693	52701
Fatal	171	110	142	164	151	136	127	149	146	127
Injury	15530	12891	11487	11908	12096	11943	11377	11957	12321	11815
Property Damage	34618	33019	30695	30506	32615	36780	34820	35976	40226	40759

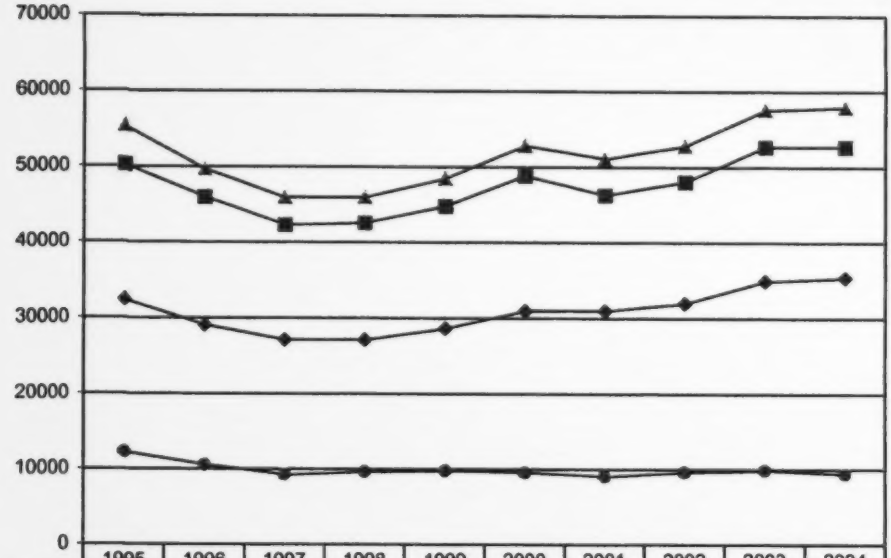
Total accidents increased by 1.3%, from 34,933 in 2003 to 35,382 in 2004. There were 90 fatal accidents in 2004 down from 98 in 2003, an 8.2% decrease. Injury collisions (7,312 to 6,939) decreased by 5.1%. Manitoba saw an increase (3.0%) in property damage collisions from 27,523 to 28,353.

The overall number of collision victims decreased by 4.7% from 9,886 in 2003 to 9,418. The number of victims killed decreased by 4.8% from 104 to 99. Victims injured decreased by 4.7% from 9,782 in 2003 to 9,319 in 2004.

There were a total of 57,952 vehicles involved in traffic collisions in 2004, 0.6% more than the 57,589 recorded in 2003. The number of vehicles involved in fatal traffic accidents decreased by 12.7% (150 to 131). Vehicles involved in injury collisions decreased by 4.4% from 12,827 in 2003 to 12,260 in 2004. Property damage vehicle involvement increased by 2.1% from 44,612 to 45,561.

In 2004 there was a marginal increase of 8 in the overall number of drivers involved in traffic collisions from 52,693 in 2003 to 52,701 in 2004. The number of drivers involved in fatal collisions dropped by 13.0% from 146 in 2003 to 127 in 2004. Drivers involved in injury collisions dropped from 12,321 to 11,815, a 4.1% decrease. Drivers involved in property damage collisions increased from 40,226 in 2003 to 40,759 in 2004, an increase of 1.3%.

Ten Year Summary
1995 – 2004



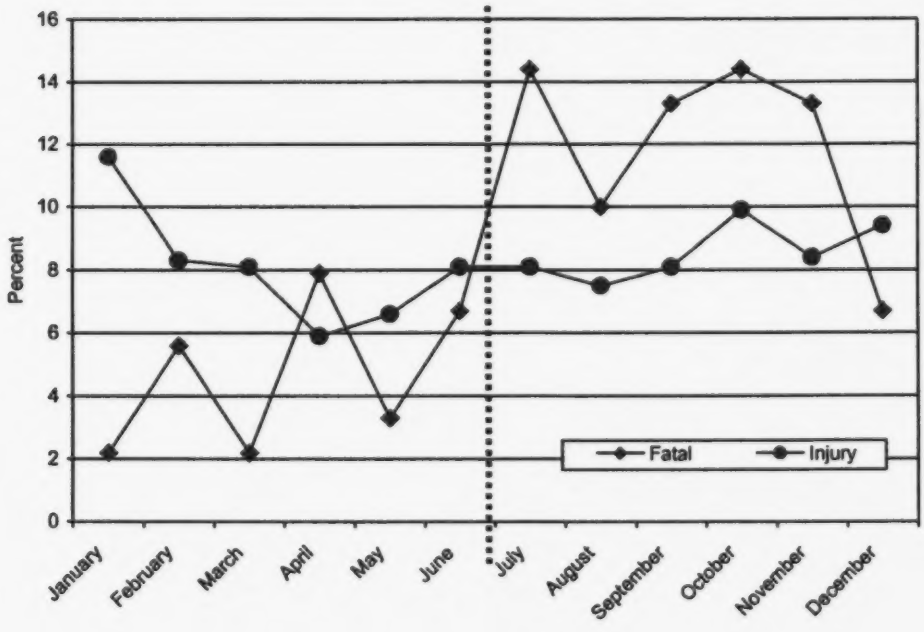
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Collisions	32398	29089	27133	27124	28667	30973	30999	31983	34933	35382
Victims	12266	10560	9267	9652	9810	9596	9096	9642	9886	9418
Vehicles	55392	49712	45959	46005	48457	52810	51123	52829	57589	57952
Drivers	50319	46020	42324	42578	44862	48859	46324	48082	52693	52701

By Month of Occurrence and Collision Severity
2004

Month	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
January	2	805	4100	4907	13.9
February	5	574	2416	2995	8.5
March	2	562	2286	2850	8.0
April	7	412	1694	2113	6.0
May	3	455	1852	2310	6.5
June	6	559	2050	2615	7.4
July	13	564	1825	2402	6.8
August	9	519	1771	2299	6.5
September	12	563	1869	2444	6.9
October	13	689	2441	3143	8.9
November	12	584	2783	3379	9.5
December	6	653	3266	3925	11.1
Total	90	6939	28353	35382	100.0

January, November and December accounted for 34.5% of the total collisions occurring in 2004. Fatal collisions occurred more than *twice* as often for the period between *July and December* than *January to June* (65 versus 25). Of these months, July and October had the highest number of fatal crashes (13 each); January recorded the highest number of injury (805) and property damage (4100) collisions.

Comparison of Fatal and Injury Collisions
by Month of Occurrence
2004



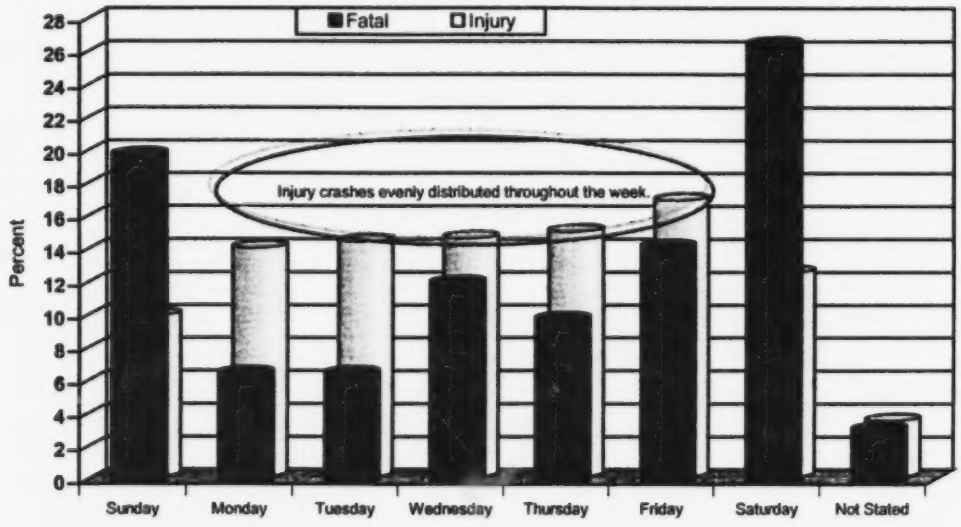
By Day of Occurrence and Collision Severity
2004

Day	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Sunday	18	678	2794	3490	9.9
Monday	6	968	3850	4824	13.6
Tuesday	6	995	3897	4898	13.8
Wednesday	11	1008	3906	4925	13.9
Thursday	9	1036	3989	5034	14.3
Friday	13	1162	4738	5913	16.7
Saturday	24	860	3747	4631	13.1
Not Stated	3	232	1432	1667	4.7
Total	90	6939	28353	35382	100.0

Overall, more accidents occurred on Friday (16.7%) than on any other day of the week. *Fatal crashes* occurred most often *on weekends* while *injury collisions* were more evenly distributed throughout the *week*.

Collisions that resulted in deaths occurred more frequently on Saturdays (26.7%) and Sundays (20.0%), while the lowest number of fatal collisions took place on Mondays and Tuesdays, each recording 6.7%. Injury collisions happened most often on Fridays and Thursdays (16.8% and 14.9%), while these crashes occurred least often on Sundays, at 9.8%.

Fatal and Injury Collisions
by Day of Occurrence
2004

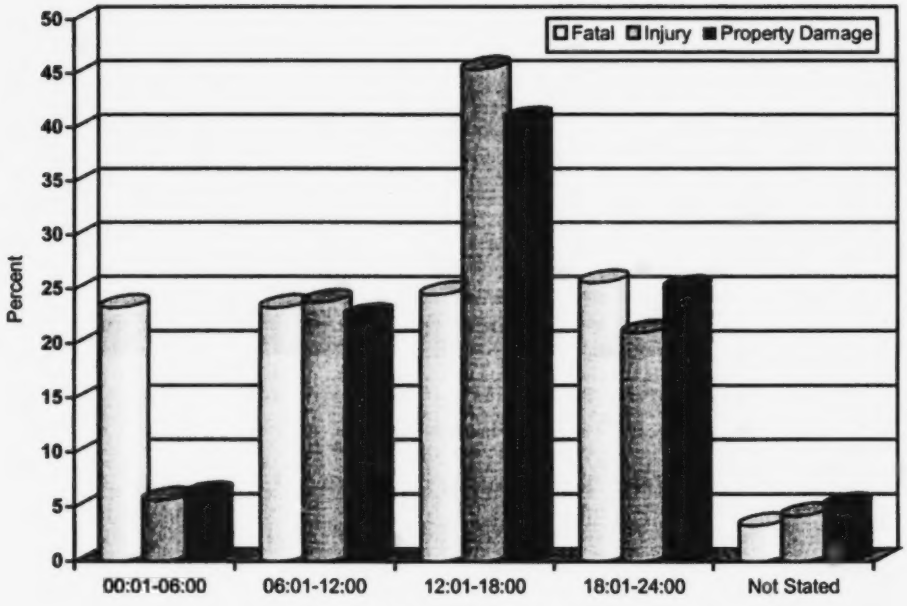


By Time of Occurrence and Collision Severity
2004

Time	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
00:01 - 06:00	21	389	1766	2176	6.2
06:01 -12:01	21	1651	6395	8067	22.8
12:01 - 18:00	22	3148	11566	14736	41.6
18:01 - 24:00	23	1457	7142	8622	24.4
Not Stated	3	294	1484	1781	5.0
Total	90	6939	28353	35382	100.0

The highest frequency of traffic collisions during 2004 occurred between 12:01 - 18:00 hours at 41.6%. Fatal collisions were evenly distributed throughout the day ranging from 23.3% in the early morning and mid-morning, rising to 24.5% in mid-afternoon. More fatal collisions (25.6%) occurred in the evening to midnight time frame, while the 12:01 - 18:00 time frame accounted for 45.4% of injury collisions.

Comparison of Traffic Collisions
by Time of Occurrence and Collision Severity
2004



By Collision Type and Urban/Rural Location
2004

Collision Type	Location												%
	Urban				Rural				Provincial Total				
	Fatal	Injury	Property Damage	Total	Fatal	Injury	Property Damage	Total	Fatal	Injury	Property Damage	Total	
Pedestrian	10	422	7	439	5	15	2	22	15	437	9	461	1.3
Motor Vehicle	11	4413	19051	23475	14	390	949	1353	25	4803	20000	24828	70.2
Train	0	3	5	8	2	4	2	8	2	7	7	16	0.1
Motorcycle	2	57	42	101	1	22	11	34	3	79	53	135	0.4
Bicycle	2	255	23	280	0	5	3	8	2	260	26	288	0.8
Animal	0	13	307	320	0	158	3735	3893	0	171	4042	4213	11.9
Fixed Object	3	243	1920	2166	3	53	290	346	6	296	2210	2512	7.1
Other Object	1	34	233	268	1	34	165	200	2	68	398	468	1.3
Overturned	0	13	17	30	5	64	68	137	5	77	85	167	0.5
Ran Off Roadway	5	106	240	351	25	625	1150	1800	30	731	1390	2151	6.0
Other Non Collision	0	7	40	47	0	3	93	96	0	10	133	143	0.4
Total	34	5566	21885	27485	56	1373	6468	7897	90	6939	28353	35382	100.0

In urban areas, the primary collision type was "motor vehicle to motor vehicle" which accounted for 85.4% of total reportable crashes, while in rural areas, the primary collision type was "motor vehicle to animal" at 49.3%.

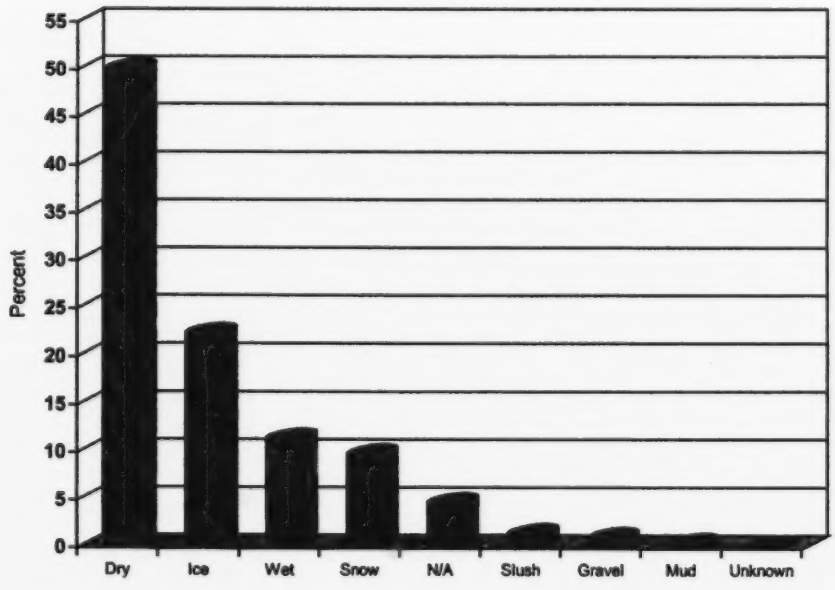
Fatal collisions occurred most often on *rural roadways* than in *urban areas* (56 versus 34). In urban areas, "motor vehicle" and "pedestrian" were the primary fatal collision types, whereas in rural areas, "ran off roadway" and "motor vehicle" were the most frequently identified fatal collision types.

By Road Surface Condition and Collision Severity
2004

Road Surface Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Dry	67	3648	13946	17661	49.9
Wet	7	969	2990	3966	11.2
Mud	0	12	89	101	0.3
Snow	3	522	2880	3405	9.6
Ice	7	1421	6408	7836	22.2
Slush	2	113	351	466	1.3
Loose Sand/Gravel/Dirt	2	78	236	316	0.9
Fresh Oil	0	1	3	4	-.-
Not Applicable	2	171	1434	1607	4.5
Other	0	3	2	5	-.-
Unknown	0	1	14	15	0.1
Total	90	6939	28353	35382	100.0

More than two thirds of traffic collisions resulting in fatalities (74.4%) and approximately five of ten crashes resulting in personal injuries (52.6%) happened on "dry" roads. Ice, wet and snow-covered road surfaces accounted for 18.9% of fatal collisions, 42.0% of injury collisions, and 43.3% of property damage collisions. Injury-producing crashes took place more often on roads that were described as wet, icy and snow-covered than was the case for fatal crashes (42.0% versus 18.9%).

Distribution of Total Collisions
by Road Surface Condition
2004

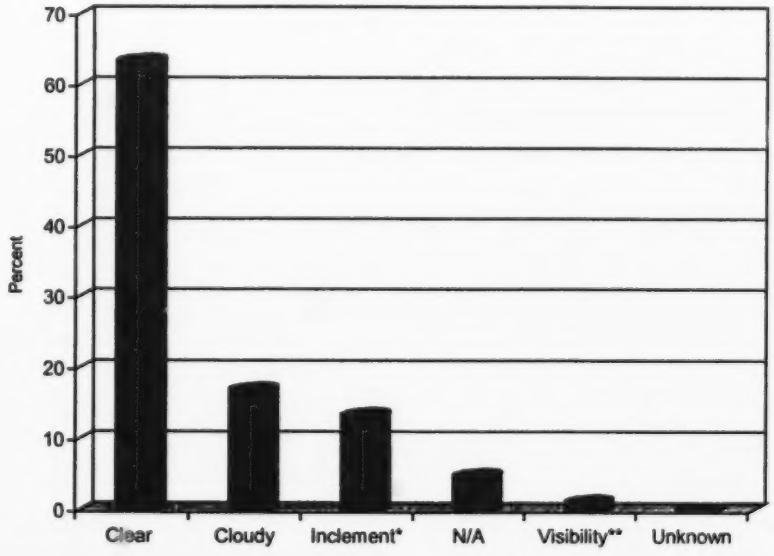


By Weather Condition and Collision Severity
2004

Weather Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Clear	61	4363	17995	22419	63.4
Cloudy	18	1243	4763	6024	17.0
Raining	5	522	1523	2050	5.8
Snowing	1	362	1663	2026	5.7
Fog or Mist	1	61	311	373	1.1
Smoke or Dust	0	1	13	14	0.1
Freezing Rain/Sleet/Hail	2	41	135	178	0.5
Drifting Snow	0	84	216	300	0.8
Strong Winds	0	58	152	210	0.6
Not Applicable	2	192	1551	1745	4.9
Unknown	0	12	30	42	0.1
Other	0	0	1	1	-.-
Total	90	6939	28353	35382	100.0

Approximately four out of five traffic crashes which resulted in casualties occurred in clear (sunny/cloudy) weather conditions (87.8% for fatal; 80.8% for injury collisions). "Raining", "snowing/drifting" and "freezing rain/sleet/hail" accounted for 8.9% of fatal collisions, 14.6% of injury collisions, and 12.5% of property damage collisions.

Distribution of Total Collisions
by Weather Condition
2004



*Inclement weather includes raining, snowing, freezing rain/sleet/hail, drifting snow and strong winds.
**Visibility weather conditions include fog/mist and smoke/dust.

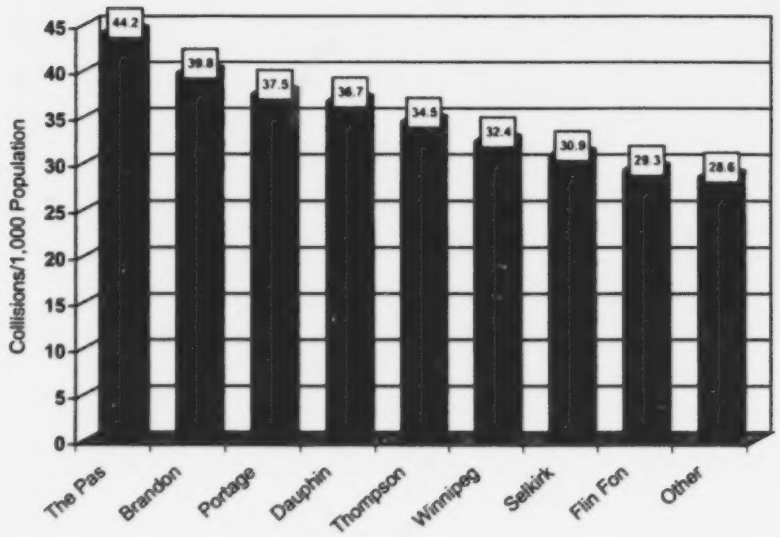
By Provincial Location and Collision Severity
2004

Location	Collision Severity			Total	%	Collisions /1,000 Population[1]
	Fatal	Injury	Property Damage			
Winnipeg	21	4632	15438	20091	56.8	32.4
Brandon	1	229	1351	1581	4.5	39.8
Portage la Prairie	1	58	429	488	1.4	37.5
Flin Flon	0	15	161	176	0.5	29.3
Dauphin	0	41	256	297	0.8	36.7
Thompson	0	36	422	458	1.3	34.5
The Pas	1	22	233	256	0.7	44.2
Selkirk	0	31	270	301	0.9	30.9
Other – Urban	10	502	3325	3837	10.8	28.6
Other – Rural	56	1373	6468	7897	22.3	
Total	90	6939	28353	35382	100.0	31.6

[1]Based on 2001 rounded-up census statistics from Statistics Canada; next census 2006.

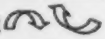
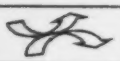
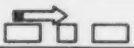
Of the total traffic collisions, 56.8% occurred within the City of Winnipeg, while 22.3% of the total collisions occurred in rural areas. However, rural roadway collisions accounted for almost two thirds (62.3% or 56) of total fatal collisions.

Distribution of Total Collisions
by Provincial Location /1,000 Population
2004



The graph demonstrates that the top three cities/towns having the largest collision rate per capita are "The Pas" at (44.2/1000), "Brandon" (39.8/1000) and "Portage La Prairie" (37.5/1,000). "Winnipeg" ranks sixth at 32.4/1,000 population, 26.7% below "The Pas".

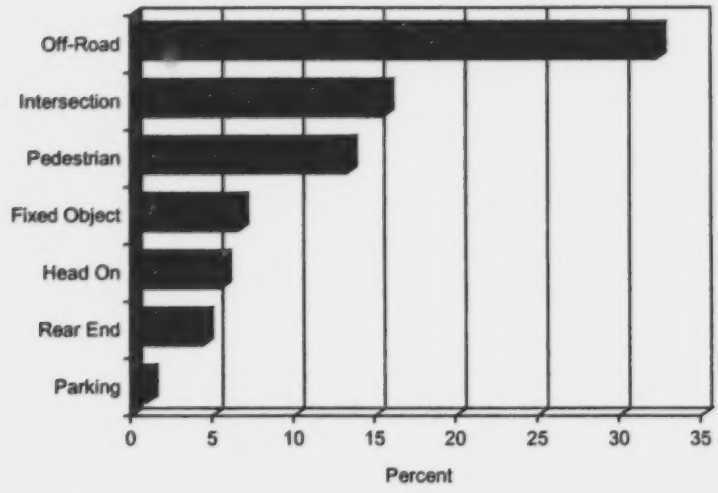
By Accident Configuration and Collision Severity
2004

Configuration	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Rear End	4	2157	5281	7442	21.0
Head On	5	95	284	384	1.1
Side Swipe	0	77	396	473	1.3
Side Swipe	0	149	1577	1726	4.9
Overtaking	0	74	516	590	1.7
Right Turn	0	35	140	175	0.5
Right Turn	0	15	91	106	0.3
Left Turn	0	69	216	285	0.8
Left Turn	0	45	204	249	0.7
Left Turn	0	355	795	1150	3.2
Intersection 90°	14	1253	3087	4354	12.3
Off-Road Right 	14	402	809	1225	3.5
Off-Road Left 	15	281	528	824	2.3
Fixed Object	6	202	1451	1659	4.7
Parking 	1	38	2070	2109	6.0
Pedestrian	12	407	10	429	1.2
Other[1]	19	1285	10898	12202	34.5
Total	90	6939	28353	35382	100.0

[1] Accidents with two or more vehicles involved or more than one collision configuration.

"Rear-end", "90^0 intersection" and "off-road" configurations accounted for 39.1% of total crashes.

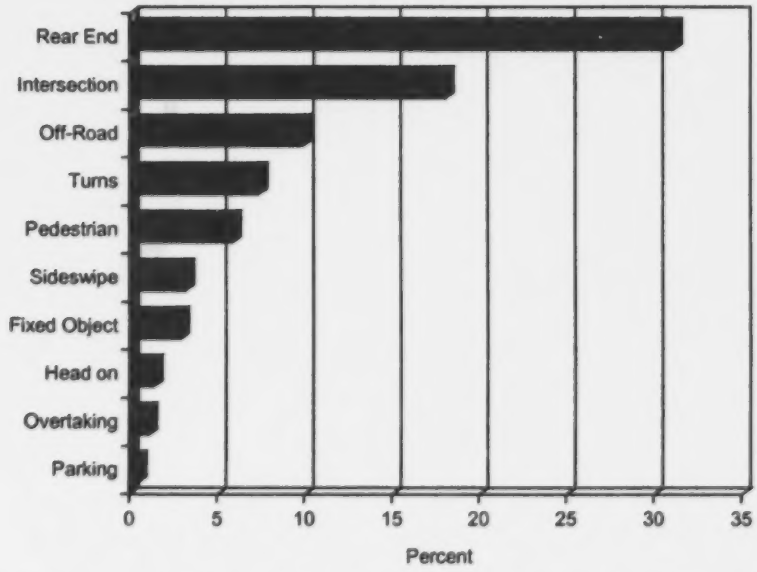
Distribution of Fatal Collisions[1] by Accident Configuration 2004



[1]Excludes "other" category, defined as crashes with two or more vehicles involved or more than one accident configuration

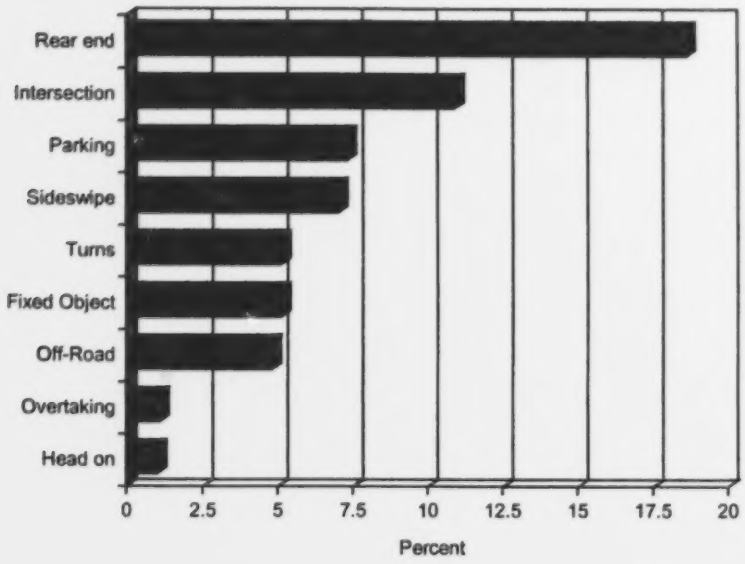
Leading configurations resulting in death are "off-road" (32.3%), "intersection 90° "(15.6%) and "pedestrian", at 13.3%. "Off-road" refers to crashes where either a single vehicle entered the right ditch or crossed the road and entered the left ditch.

Distribution of Injury Collisions[1] by Accident Configuration 2004



Injury collisions display different configuration patterns than fatal crashes (off-road ranks third in injury; 9.9% versus first in fatal at 32.3%). "Rear-end" collisions accounted for the largest percentage of injury crashes (31.1%), followed by "intersection 90°" (18.1%).

Distribution of Property Damage Collisions[1] by Accident Configuration
2004

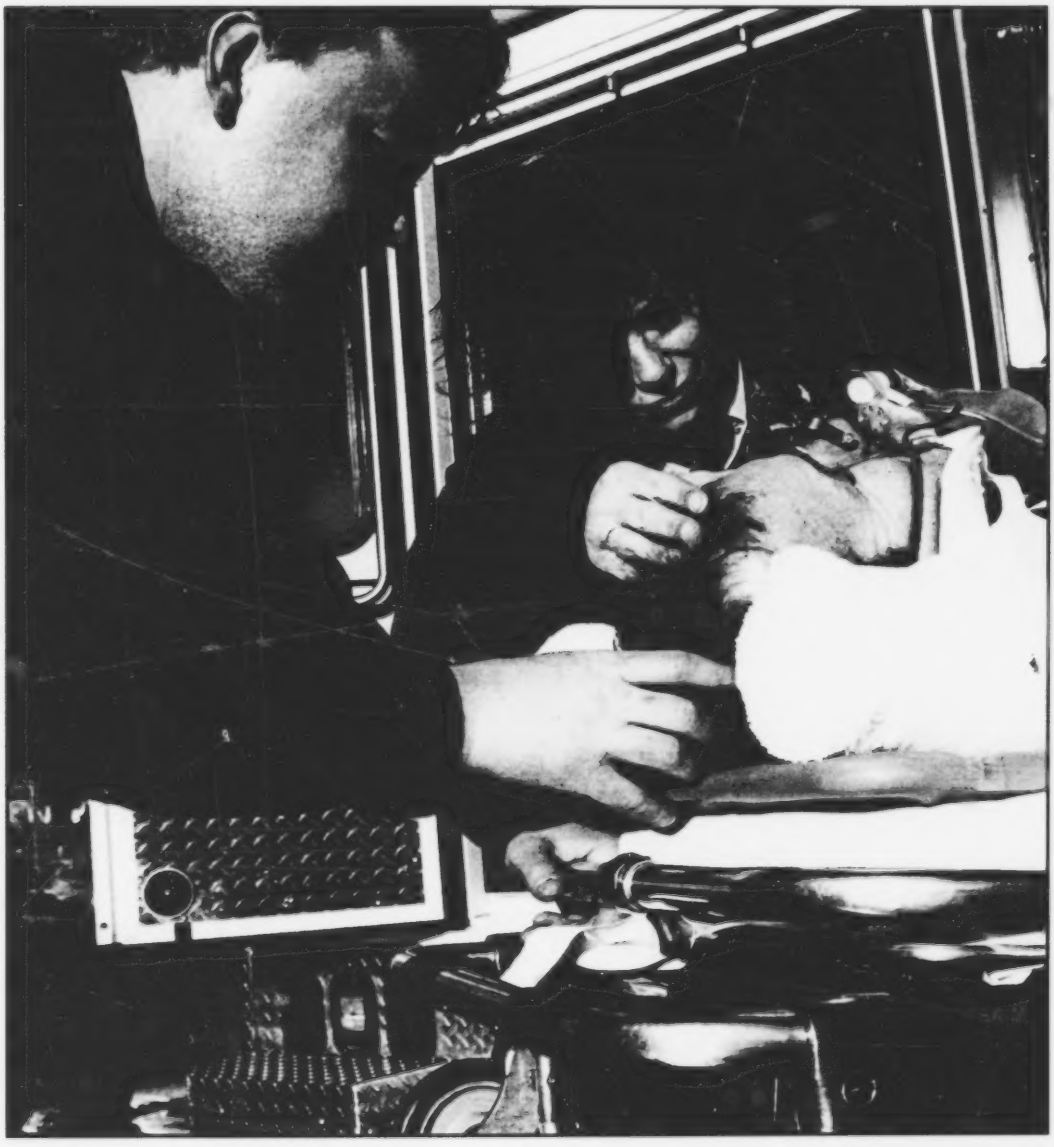


[1]Excludes "other" category, defined as crashes with two or more vehicles involved or more than one accident configuration

As with injury, property damage crashes demonstrate the same configuration pattern however to a lesser degree. The leading configurations are "rear-end" (18.6% for property damage versus 31.1% for injury-producing crashes) and "intersection 90°" (10.9% for property damage versus 18.1% for injury-producing crashes).

Section 5

Collision Victims



INTRODUCTION TO SECTION 5

This section deals with victims killed and injured as a result of vehicle crashes. "Killed" refers to those individuals who die within 30 days of the crash.

There are four types of non-fatal injured victims:

- minimal - required no hospital treatment;
- minor - treated and released;
- major - victim was admitted to hospital; and
- non-specified injury.

The elements examined in this section include:

- month, day, time of crash;
- age group and gender;
- road user class;
- collision type and configuration; and
- safety equipment usage.

"Accident configuration" indicates the number of individuals killed and injured while the vehicles were involved in particular manoeuvres (such as turning left, approaching too close - rear end, side swipe) or approaches (such as intersection). The section also indicates the degree to which vehicle defects contributed to death or injury.

The final table of this section refers to safety equipment usage for all vehicle occupants involved in fatal collisions. At this time, no record is kept of the degree to which safety equipment prevented a vehicle user from becoming a victim since only victims are recorded.

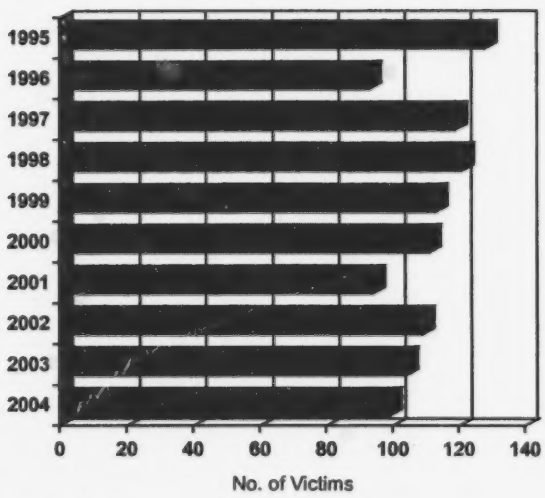
Ten Year Summary
1995 – 2004

Year	Injury Type		Total
	Killed	Injured	
1995	128	12138	12266
1996	93	10467	10560
1997	119	9148	9267
1998	121	9531	9652
1999	113	9697	9810
2000	111	9485	9596
2001	94	9002	9096
2002	109	9533	9642
2003	104	9782	9886
2004	99	9319	9418

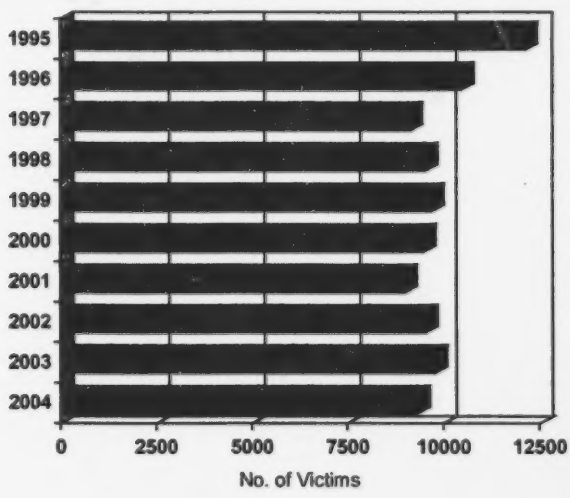
The total number of people killed and injured in traffic collisions decreased by 4.7% between 2003 and 2004 (9886 to 9418). Fatalities dropped from 104 to 99, a decrease of 4.8%. Injured victims decreased by 4.7% between 2003 and 2004 (9782 to 9319).

Comparison of Collision Victims
Ten Year Summary
1995 – 2004

Killed



Injured

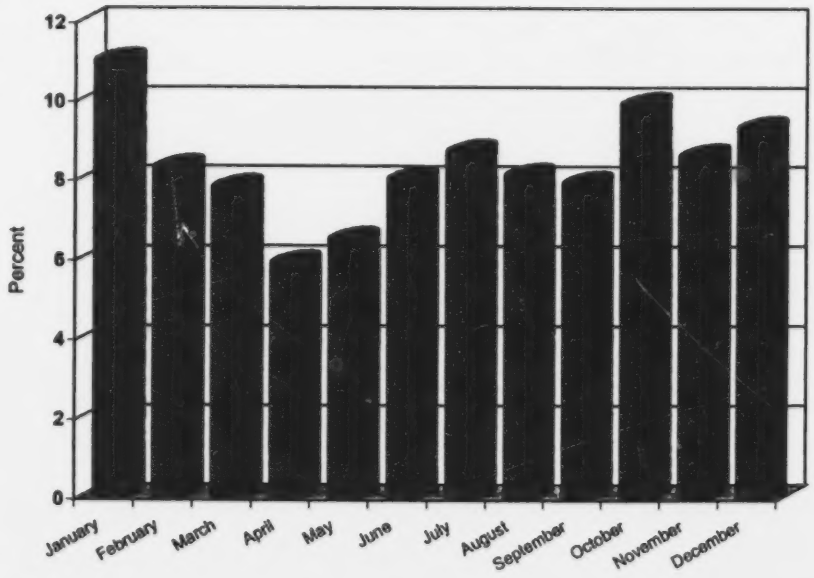


By Month of Occurrence and Injury Type
2004

Month	Injury Type		Total	%
	Killed	Injured		
January	2	1033	1035	11.0
February	6	775	781	8.3
March	2	728	730	7.8
April	7	547	554	5.9
May	3	611	614	6.5
June	6	750	756	8.0
July	15	804	819	8.7
August	10	754	764	8.1
September	13	734	747	7.9
October	14	922	936	9.9
November	12	795	807	8.6
December	9	866	875	9.3
Total	99	9319	9418	100.0

Death occurred most often during the period between July and December where monthly distributions ranged from 10.1% to 15.2%. The period between January and June accounted for the least number of deaths with ranges from 2.0% to 7.1%. The greatest number of nonfatal injuries occurred in January (11.1%) and October (9.9%).

Distribution of Total Collision Victims
By Month of Occurrence
2004

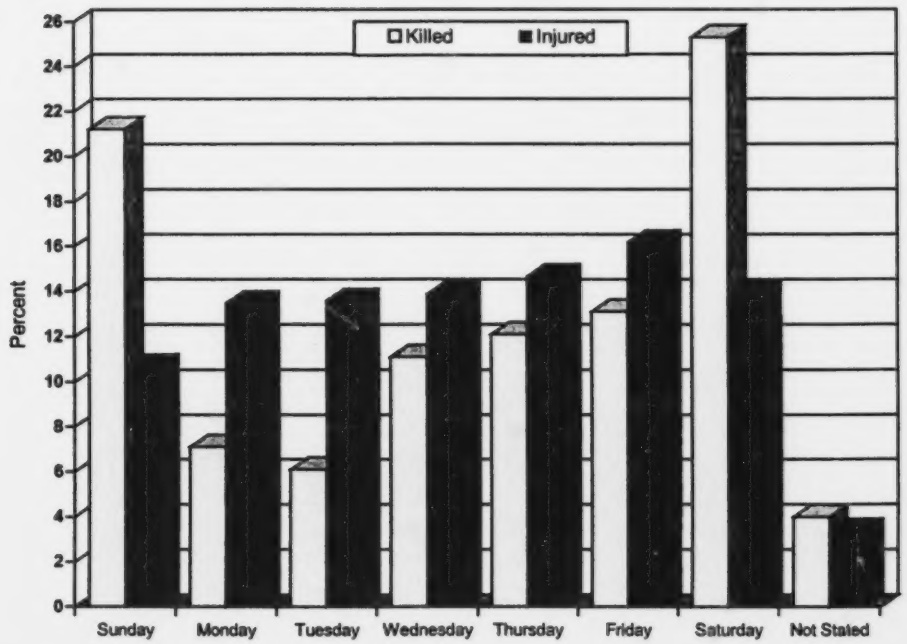


By Day of Occurrence and Injury Type
2004

Day	Injury Type		Total	%
	Killed	Injured		
Sunday	21	997	1018	10.8
Monday	7	1260	1267	13.4
Tuesday	6	1264	1270	13.5
Wednesday	11	1299	1310	13.9
Thursday	12	1368	1380	14.7
Friday	13	1513	1526	16.2
Saturday	25	1304	1329	14.1
Not Stated	4	314	318	3.4
Total	99	9319	9418	100.0

Saturdays and Sundays accounted for the highest percentage of fatalities (46.5%) while Tuesdays accounted for the lowest (6.1%). Injuries happened most often on Fridays and Thursdays (16.2% and 14.7% respectively), and least often on Sundays (10.7%).

Comparison of Collision Victims
by Day of Occurrence and Injury Type
2004

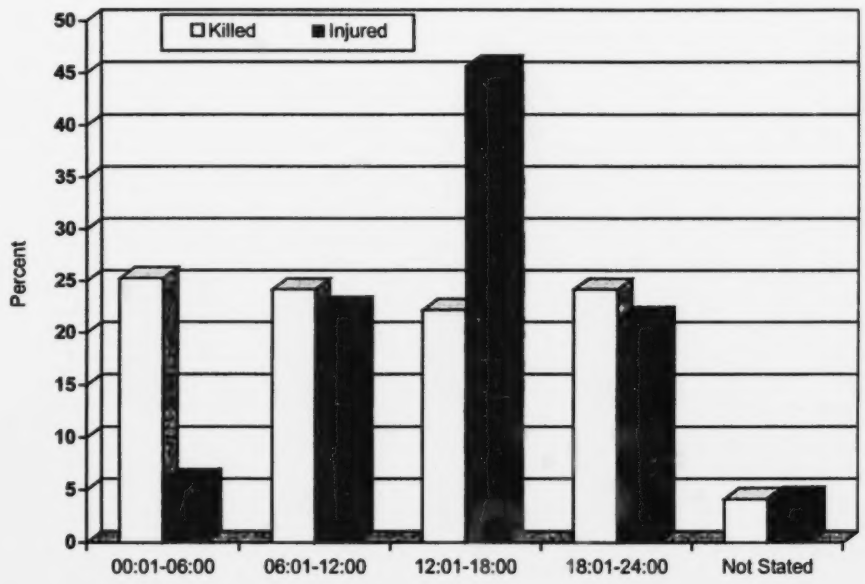


By Time of Occurrence and Injury Type
2004

Time	Injury Type		Total	%
	Killed	Injured		
00:01 - 06:00	25	562	587	6.2
06:01 - 12:00	24	2095	2119	22.5
12:01 - 18:00	22	4261	4283	45.5
18:01 - 24:00	24	2005	2029	21.6
Not Stated	4	396	400	4.2
Total	99	9319	9418	100.0

The highest incidence of casualties (45.5%) occurred within the time frame of 12:01 – 18:00 hours. Fatalities were more evenly distributed throughout the day, while injured victims were twice as likely to sustain an injury between lunchtime and suppertime (12:01 – 18:00).

Comparison of Collision Victims
by Time of Occurrence and Injury Type
2004

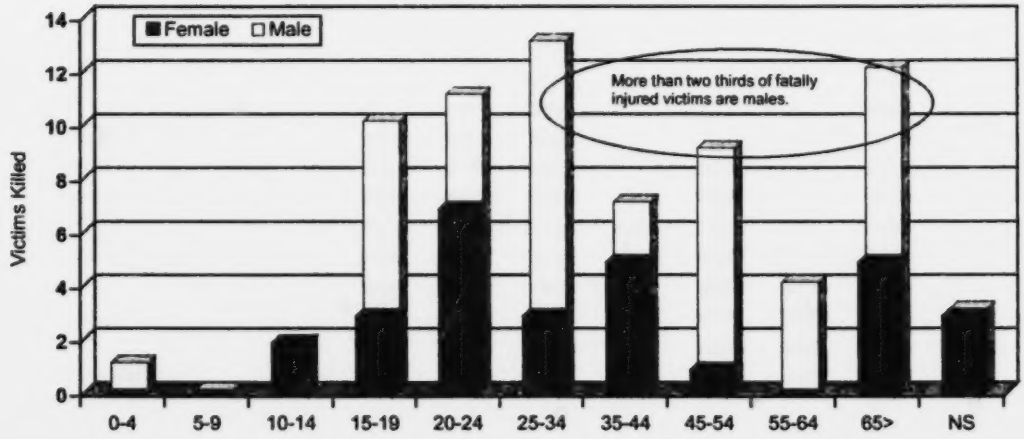


By Age Group, Injury Type, and Sex
2004

Age Group	Injury Type								Grand Total	Victims /1.000 Population[1]
	Killed				Injured					
	Male	Female	N.S.[2]	Total	Male	Female	N.S.[2]	Total		
0-4	1	0	0	1	58	41	1	100	101	1.4
5-9	0	0	0	0	97	91	0	188	188	2.3
10-14	0	2	0	2	148	170	0	318	320	3.9
15-19	10	3	0	13	427	581	0	1008	1021	12.7
20-24	11	7	0	18	448	548	0	996	1014	13.9
25-34	13	3	0	16	595	790	0	1385	1401	9.8
35-44	7	5	0	12	626	835	0	1461	1473	8.3
45-54	9	1	0	10	471	722	1	1194	1204	7.7
55-64	4	0	0	4	291	400	0	691	695	6.9
65 >	12	5	0	17	233	309	0	542	559	3.6
N.S.[2]	3	3	0	6	680	756	0	1436	1442	
Total	70	29	0	99	4074	5243	2	9319	9418	8.4

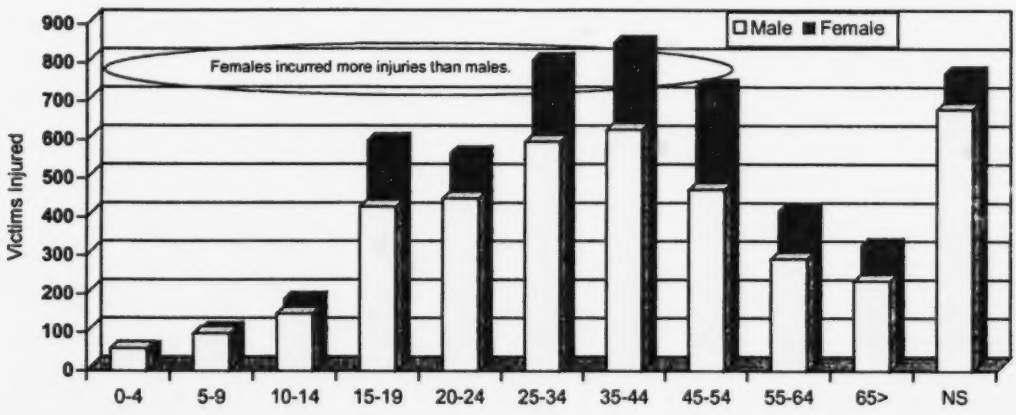
[1]Based on 2001 rounded-up census statistics from Statistics Canada.
[2]Not stated.

Comparison of Collision Victims Killed
by Age Group and Sex



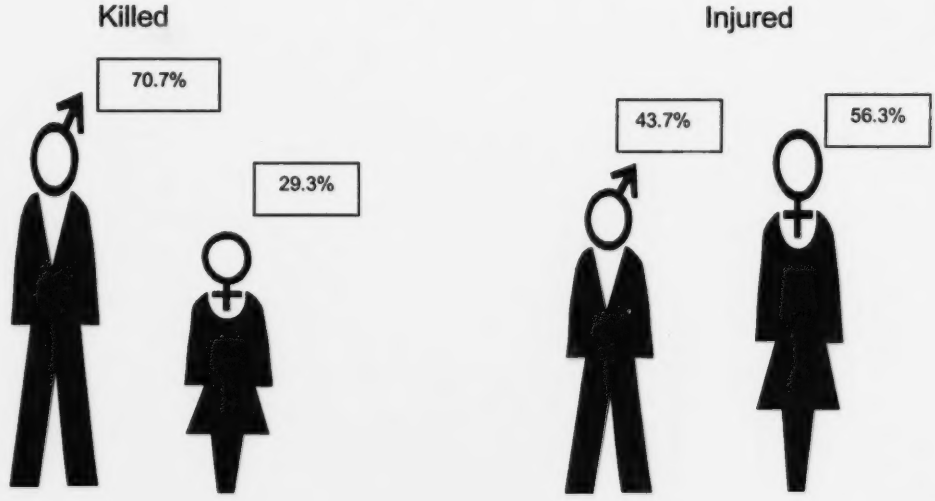
Male victims made up 70.7% (70) of all fatally injured victims, while females constitute 29.3% (29).
Males incurred the most fatalities in each age group except for the pre-teenage group aged 10-14 years.
Among male age groups, those aged 25-34 incurred the largest number of fatalities (13 or 18.6%).
Among females, the age groups with the highest number killed were 20-24 years (7 or 24.1%).

Comparison of Collision Victims Injured by Age Group and Sex 2004



The number of female victims injured in all age groups is greater than male victims except for the age groups 0-9 years. Of all injured victims, 56.3% were female and 43.7% were male.

Comparison of Total Collision Victims by Injury Type and Sex 2004



Males are twice as likely to be fatally injured in collisions than are females.

Total Collision Victims Killed by Road User Class and Age Group 2004

Road User Class	Age Group										Total	%
	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65>	NS[1]		
Driver	0	0	5	10	10	6	6	4	11	2	54	54.5
Passenger	0	2	6	5	3	4	1	0	3	1	25	25.3
Pedestrian	1	0	2	2	2	2	1	0	2	3	15	15.2
Bicyclist	0	0	0	0	0	0	1	0	1	0	2	2.0
Motorcyclist[2]	0	0	0	1	1	0	1	0	0	0	3	3.0
Total	1	2	13	18	16	12	10	4	17	6	99	100.0

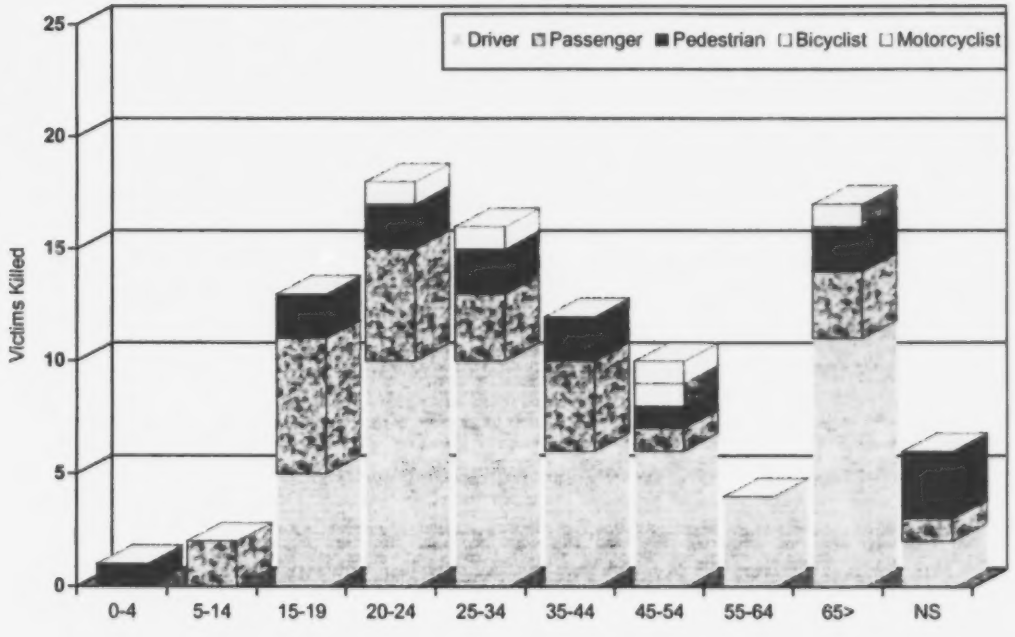
[1]Not stated, age group unknown.

[2]Includes passengers.

Motor vehicle drivers, excluding motorcyclists, accounted for 54.5% of the persons killed in traffic collisions, while passengers accounted for 25.3%. Pedestrians comprised the third largest group of road users killed (15.2%). Motorcyclists, who include both drivers and passengers, accounted for 3.0% of fatalities.

The 20-24 and 65> age groups accounted for 18.2% and 17.2% of fatally injured road users. Among persons aged 65 years or older who were killed in traffic collisions, 64.7% were drivers, 17.6% were passengers, 11.8% were pedestrians and 5.9% were bicyclists.

Comparison of Collision Victims Killed by Road User Class and Age Group 2004



Total Collision Victims Injured by Road User Class and Age Group 2004

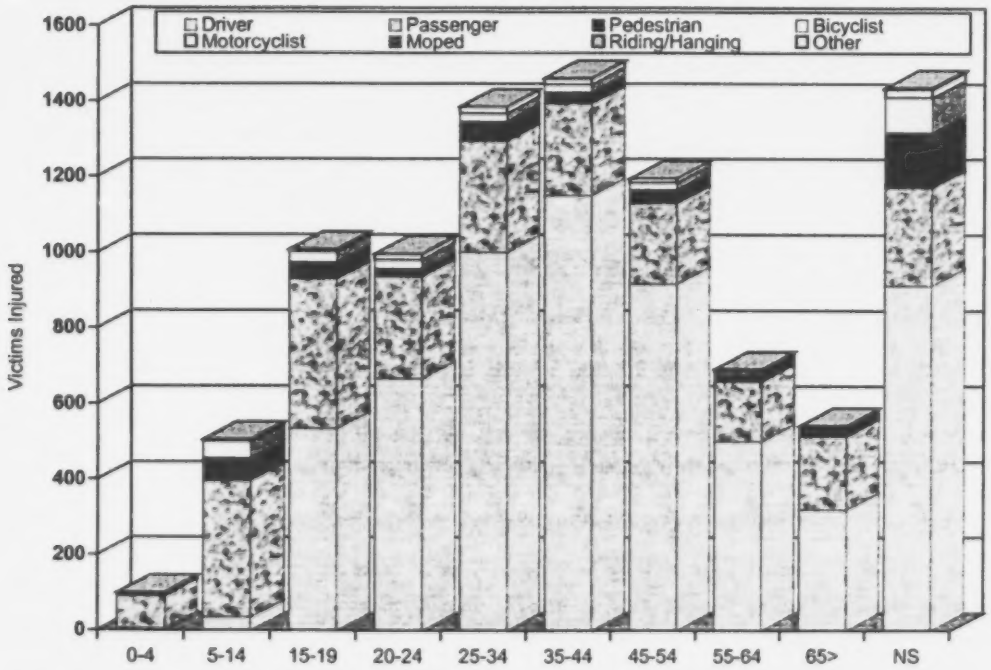
Road User Class	Age Group										Total	%
	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65>	NS[1]		
Driver	4	34	533	665	999	1149	915	500	319	911	6029	64.7
Passenger	86	361	395	269	293	243	213	157	194	259	2470	26.5
Pedestrian	7	63	46	23	54	32	38	21	26	148	458	4.9
Bicyclist	1	43	27	23	21	20	17	7	3	92	254	2.7
Motorcyclist[2]	1	4	6	14	17	15	11	6	0	22	96	1.0
Riding/Hanging	0	1	1	2	1	1	0	0	0	0	6	0.1
Moped	0	0	0	0	0	1	0	0	0	1	2	-.-
Not Stated	1	0	0	0	0	0	0	0	0	3	4	0.1
Total	100	506	1008	996	1385	1461	1194	691	542	1436	9319	100.0

[1]Not stated, age group unknown.

[2]Includes passengers.

Motor vehicle drivers and passengers accounted for 91.2% of road users injured. The remaining injured road users were distributed as follows: pedestrians 4.9%, bicyclists 2.7%, motorcyclists 1.0% and other 0.2%. The 35-44 age group accounted for 15.7% of road users injured, followed by the 25-34 age group, at 14.9%.

Comparison of Collision Victims Injured by Road User Class and Age Group 2004

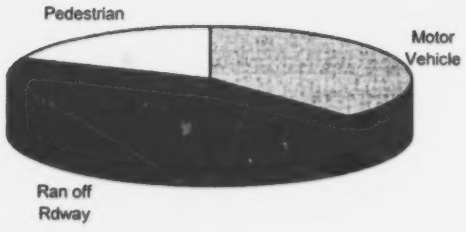


By Collision and Injury Type
2004

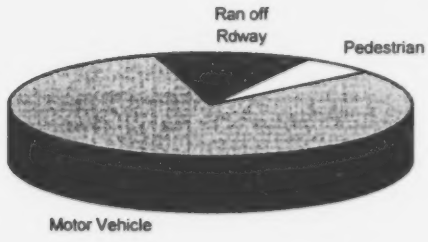
Collision Type	Injury Type		Total	%
	Killed	Injured		
Pedestrian	15	475	490	5.2
Motor Vehicle	30	6653	6683	71.0
Train	2	19	21	0.2
Motorcycle	3	94	97	1.0
Bicycle	2	266	268	2.8
Animal	0	217	217	2.3
Fixed Object	6	357	363	3.9
Other Object	2	89	91	0.9
Overturned	5	113	118	1.3
Ran Off Roadway	34	1026	1060	11.3
Other Non-Collision	0	10	10	0.1
Total	99	9319	9418	100.0

Of the total collision victims (30 or 30.3%) were killed and (6653 or 71.4%) were injured in "motor vehicle to motor vehicle" collisions. A further 11.3% of all casualties were involved in "ran off roadway" collisions, followed by "pedestrian" collisions at 5.2%.

Distribution of Top Three Collision Types
By Injury Type
2004



Killed



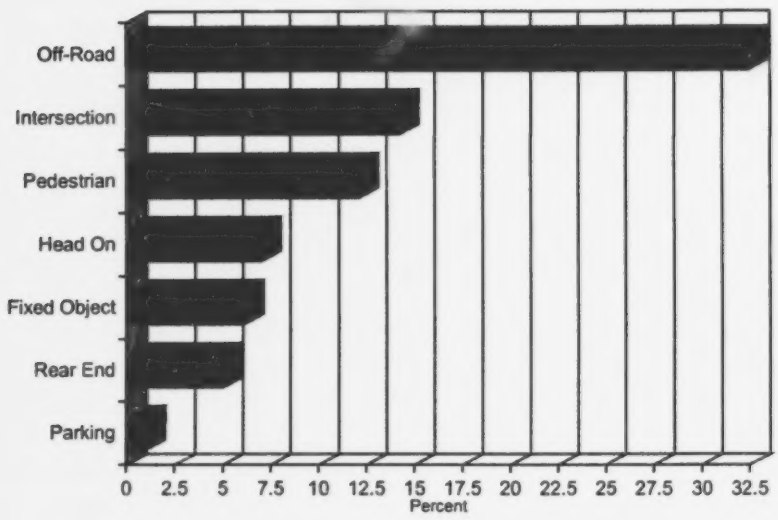
Injured

By Accident Configuration and Injury Type
2004

Configuration	Injury Type		Total	%
	Killed	Injured		
Rear End	5	2878	2883	30.6
Head On	7	186	193	2.1
Side Swipe	0	101	101	1.1
Side Swipe	0	191	191	2.0
Overtaking	0	96	96	1.0
Right Turn	0	41	41	0.4
Right Turn	0	18	18	0.2
Left Turn	0	96	96	1.0
Left Turn	0	63	63	0.7
Left Turn	0	478	478	5.1
Intersection 90°	14	1815	1829	19.4
Off-Road Right	16	546	562	6.0
Off-Road Left	16	401	417	4.4
Fixed Object	6	248	254	2.7
Parking	1	46	47	0.5
Pedestrian	12	430	442	4.7
Other [1]	22	1685	1707	18.1
Total	99	9319	9418	100.0

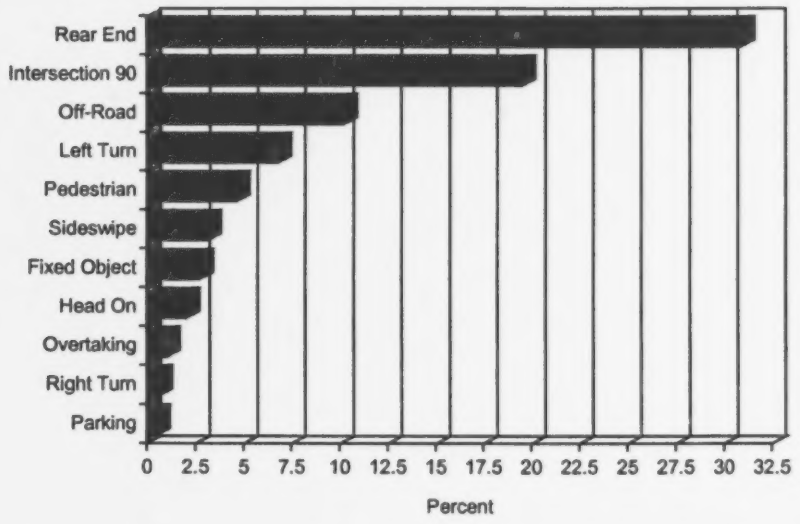
[1]Accidents with more than two vehicles involved or more than one configuration noted.

Distribution of Collision Victims Killed by Accident Configuration* 2004



Most fatalities occurred in "off-road, left and right", "intersection 90^{0}", "pedestrian", and "head on" accident configurations. "Off-road, right or left" configuration involves a single vehicle entering the right-hand ditch or a vehicle crossing the road and entering the left-hand ditch. Injury severity may be higher in these "off-road" collisions due to vehicle rollover.

Distribution of Collision Victims Injured by Accident Configuration* 2004



*Other category not graphically presented as the configuration usually refers to accidents involving more than two vehicles or more than one configuration.

Injuries occurred most often in "rear-end" (30.9%) and "intersection 90°" (19.5%) accident configurations and least often in "right turn" and "parking" configurations.

By Vehicle Defect and Injury Type
2004

Vehicle Defect	Injury Type		Total	%
	Killed	Injured		
No Apparent Defect	33	4968	5001	53.1
Defective Brakes	0	15	15	0.2
Defective Steering	0	4	4	0.1
Defective Headlights	0	3	3	-.-
Defective Brake Lights	0	1	1	-.-
Defective Lighting (Unspecified)	0	1	1	-.-
Defective Engine Control/Drive Train	0	5	5	0.1
Defective Suspension/Wheels	0	13	13	0.1
Defective Tires	0	21	21	0.2
Defective Tow Hitch/Yoke	0	0	0	0.0
Defective Exhaust System	0	1	1	-.-
Hood/Tailgate/Door/Covering Opened	0	0	0	0.0
Defective Glazing (Obscured Windows)	0	5	5	0.1
Vehicle Modifications	0	2	2	-.-
Fire	0	2	2	-.-
Overloaded/Oversized	0	2	2	-.-
Load Shifted/Spilled	0	2	2	-.-
Jack-Knife/Trailer Swing	0	4	4	0.1
Hydroplaning of Tires	0	2	2	-.-
Not Stated	66	4268	4334	46.0
Total	99	9319	9418	100.0

Of vehicle defects known, no victims were killed in 2004 that had an apparent defect at the time of collision occurrence. Eighty-three victims were injured in vehicles that had an apparent defect at the time of collision occurrence. There were more casualties in vehicles with "defective tires" (21) and "defective brakes" (15).

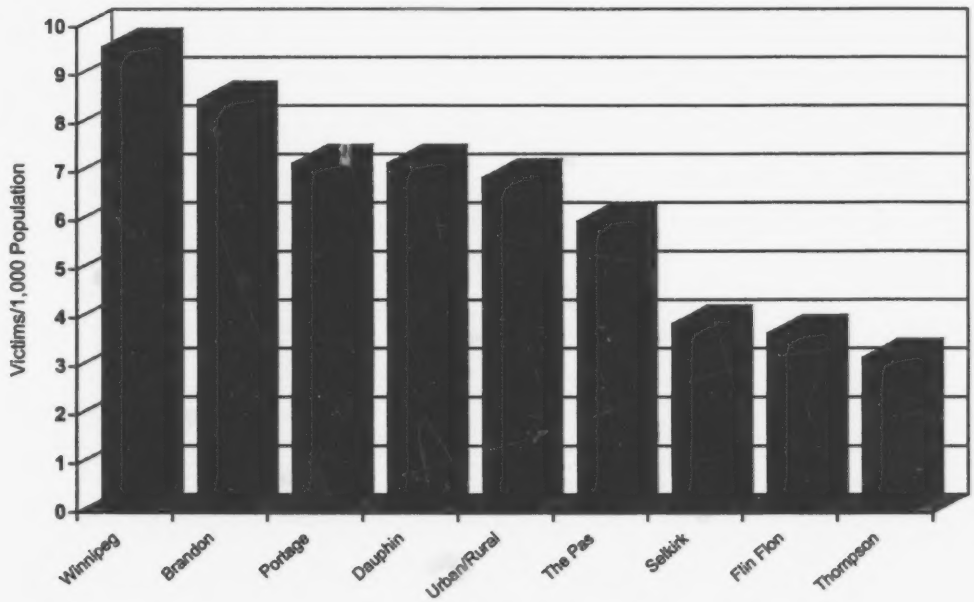
By Provincial Location and Injury Type
2004

Location	Injury Type		Total	%	Victims /1,000 Population[1]
	Killed	Injured			
Winnipeg	21	5944	5965	63.3	9.6
Brandon	1	336	337	3.6	8.5
Portage la Prairie	1	92	93	1.0	7.2
Flin Flon	0	22	22	0.2	3.7
Dauphin	0	58	58	0.6	7.2
Thompson	0	42	42	0.4	3.2
The Pas	2	33	35	0.4	6.0
Selkirk	0	38	38	0.4	3.9
Other Urban	11	712	723	7.7	6.9
Rural	63	2042	2105	22.4	
Total	99	9319	9418	100.0	8.4

[1] *Based on 2001 rounded-up census statistics from Statistics Canada.*

Traffic accidents within the City of Winnipeg accounted for 63.3% (5965) of the total collision victims. Other communities accounted for 14.3% (1348) of the total collision victims and rural areas 22.4% (2105). Rural areas accounted for 63.6% (63) of all fatally injured collision victims. Much higher speeds on rural roadways (90 to 100 km/h) versus urban areas (50 to 60 km/h) may partly account for the more than 3 to 1 ratio between rural and urban fatalities.

Incidence of Total Collision Victims
by Provincial Location /1,000 Population
2004



By Safety Equipment and Ejection
Fatal Vehicle Occupant Victims[1]
2004

Safety Equipment	Victims	%	Ejected	Partially Ejected
Lap Belt Installed – In Use	0	0.0		
Lap Belt Installed – Not In Use	4	5.2		1
Shoulder Belt Installed – In Use	0	0.0		
Shoulder Belt Installed – Not In Use	1	1.3	1	
Lap/Shoulder Belt Assembly – In Use	33	42.8		1
Combined Belt Assembly Installed – Not in Use	22	28.6	11	4
Air Bag Deployed/Safety Belt In Use	1	1.3	1	
Air Bag Deployed/Safety Belt Not In Use	5	6.5	3	
Unknown	11	14.3	3	
Total	77	100.0	19	6

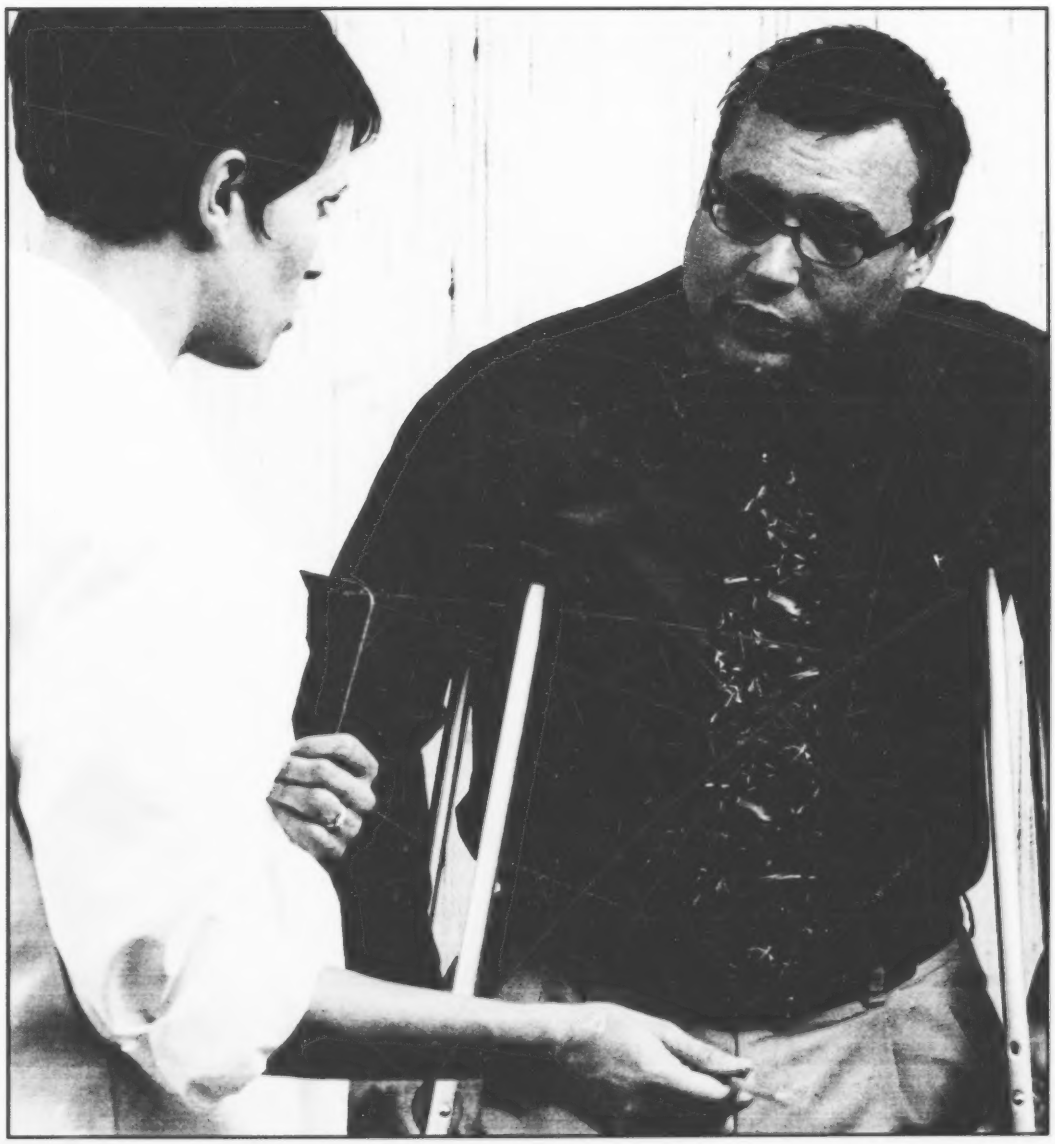
[1]Fatal vehicle occupant victim category excludes pedestrians, motorcyclists and bicyclists.

Of the total fatal vehicle occupant victims, 32 or 41.6% were known not to be wearing a safety device at time of collision occurrence.

Of the 66 victims whose seatbelt usage was known, 16 (24.3%) were ejected from the vehicle. Of these, only one was known to have been using a safety belt.

Section 6

Pedestrian Victims



INTRODUCTION TO SECTION 6

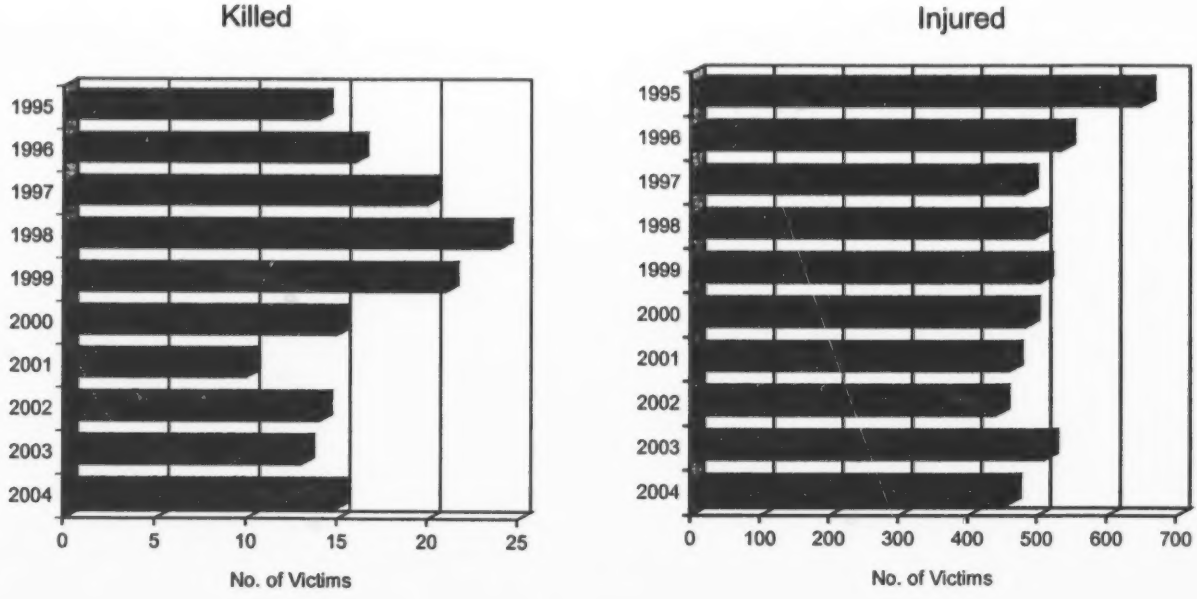
This section deals with pedestrians killed and injured in traffic collisions. Month, hour and day occurrences are examined. Attention is focused on the age of the pedestrian and the most frequently reported actions prior to being struck.

Ten Year Summary
1995 – 2004

Year	Injury Type		Total
	Killed	Injured	
1995	14	650	664
1996	16	535	551
1997	20	481	501
1998	24	496	520
1999	21	504	525
2000	15	484	499
2001	10	460	470
2002	14	441	455
2003	13	511	524
2004	15	458	473

There were 458 pedestrians injured in traffic collisions in 2004, down 10.4% from 2003. The number of pedestrians killed increased from 13 in 2003 to 15 in 2004.

Comparison of Pedestrian Victims
1995 – 2004

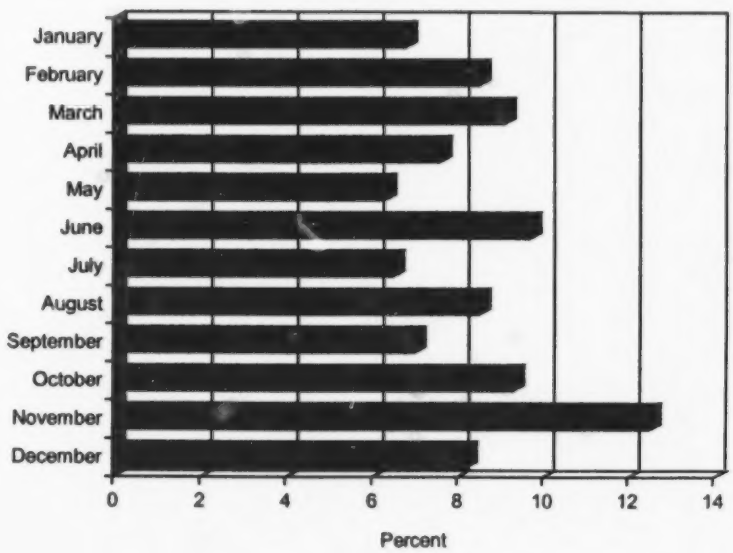


By Month of Occurrence and Injury Type
2004

Month	Injury Type		Total	%
	Killed	Injured		
January	0	32	32	6.8
February	1	39	40	8.5
March	0	43	43	9.1
April	0	36	36	7.6
May	0	30	30	6.3
June	2	44	46	9.7
July	1	30	31	6.5
August	2	38	40	8.5
September	3	30	33	7.0
October	3	41	44	9.3
November	2	57	59	12.5
December	1	38	39	8.2
Total	15	458	473	100.0

Three pedestrian fatalities were recorded in September and October. November, June and October accounted for the largest number of pedestrian victims.

Distribution of Total Pedestrian Victims
by Month of Occurrence
2004



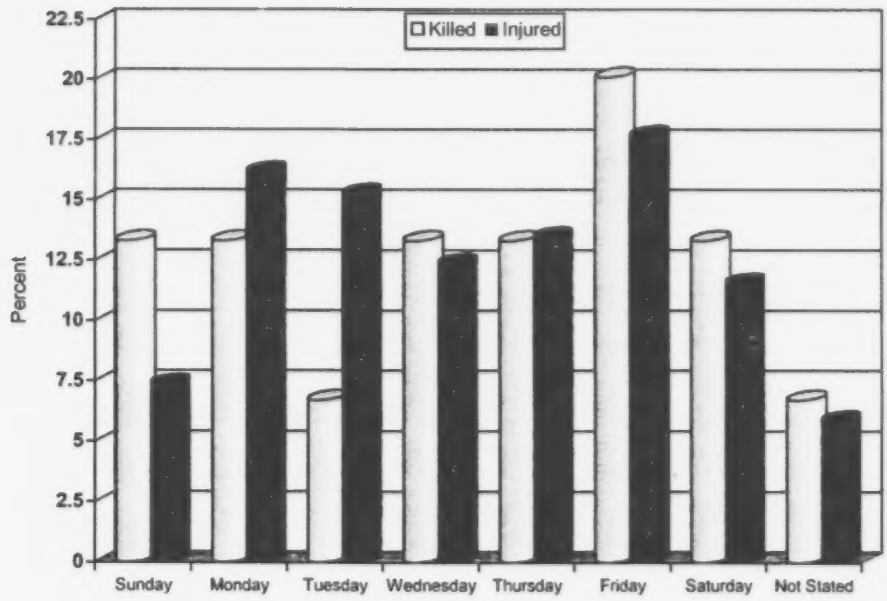
By Day of Occurrence and Injury Type
2004

Day	Injury Type		Total	%
	Killed	Injured		
Sunday	2	34	36	7.6
Monday	2	74	76	16.1
Tuesday	1	70	71	15.0
Wednesday	2	57	59	12.5
Thursday	2	62	64	13.5
Friday	3	81	84	17.8
Saturday	2	53	55	11.6
Not Stated	1	27	28	5.9
Total	15	458	473	100.0

Friday was the worst day for total pedestrian collision victims (17.8%). When examining the time frames of weekends versus weekdays, fatally injured pedestrian victims were equally distributed between Friday and Sunday (7) and Monday and Thursday (7).

Pedestrian injuries most often occurred on Friday and Monday (17.7% and 16.2% respectively) and least often on Sunday (7.4%).

Comparison of Pedestrian Victims
by Day of Occurrence and Injury Type
2004

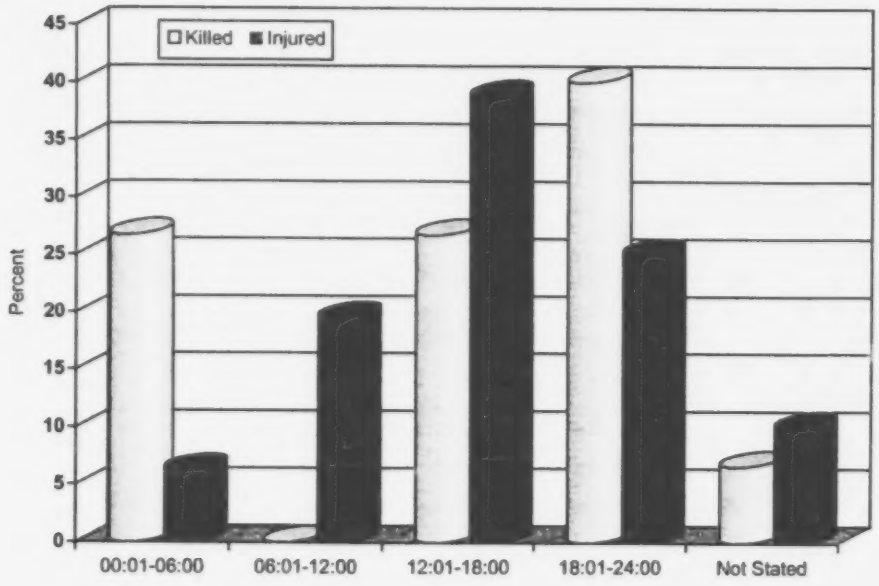


By Time of Occurrence and Injury Type
2004

Time	Injury Type		Total	%
	Killed	Injured		
00:01 - 06:00	4	29	33	7.0
06:01 - 12:00	0	90	90	19.0
12:01 - 18:00	4	178	182	38.5
18:01- 24:00	6	115	121	25.6
Not Stated	1	46	47	9.9
Total	15	458	473	100.0

Killed and injured casualties occur at different times of the day. Pedestrians were one and a half times more likely to be injured between noon and dinnertime (12:01 - 18:00). More pedestrians were fatally injured in the evening hours between 18:01 to midnight.

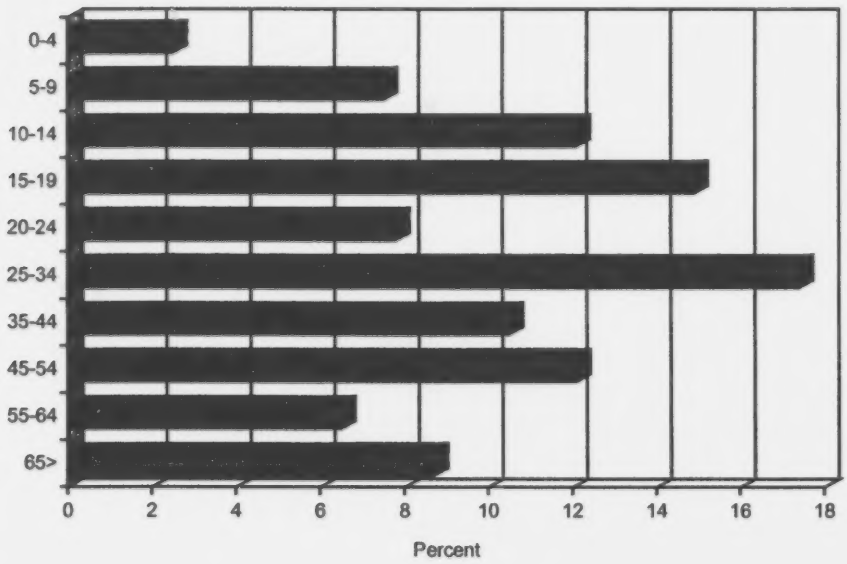
Comparison of Pedestrian Victims
by Time of Occurrence and Injury Type
2004



By Age Group and Injury Type
2004

Age Group	Injury Type		Total	%
	Killed	Injured		
0-4	1	7	8	1.7
5-9	0	24	24	5.1
10-14	0	39	39	8.2
15-19	2	46	48	10.2
20-24	2	23	25	5.3
25-34	2	54	56	11.8
35-44	2	32	34	7.2
45-54	1	38	39	8.2
55-64	0	21	21	4.5
65>	2	26	28	5.9
Not Stated	3	148	151	31.9
Total	15	458	473	100.0

Distribution of Total Pedestrian Victims
by Known Age Group
2004



By Pedestrian Action and Injury Type
2004

Pedestrian Action	Injury Type		Total	%
	Killed	Injured		
At Intersection, crossing with right-of-way	0	78	78	16.5
At Intersection, crossing without right-of-way	0	28	28	5.9
At Intersection, crossing, no traffic control	1	11	12	2.5
Between Intersections, crossing roadway	2	40	42	8.9
Walking along roadway with traffic	0	8	8	1.7
Walking along roadway against traffic	2	6	8	1.7
On Sidewalk/Median/Safety Zone	0	18	18	3.8
Walking on roadway (travelled portion)	2	20	22	4.7
From behind Vehicle/Object on roadside	0	17	17	3.6
Running into roadway	1	46	47	9.9
Getting on/off another vehicle	1	4	5	1.1
Pushing/Working on vehicle	0	0	0	0.0
Playing on roadway	1	2	3	0.6
Working on roadway	0	2	2	0.4
Lying in roadway	1	1	2	0.4
Unknown	4	177	181	38.3
Total	15	458	473	100.0

Six pedestrians were killed while "crossing roadway between intersections", "walking along roadway against traffic" and "walking on travelled portion of roadway". "Crossing intersection with no traffic control", "running into roadway", "getting on/off vehicle" "playing on roadway", and "lying on roadway" accounted for a further 5 fatally injured pedestrians.

Total Killed and Injured Victims
By Pedestrian Action and Age Group
2004

Pedestrian Action	Age Group											Total
	0-4	5-9	10-14	15-19	20-24	25-34	35-44	45-54	55-64	65>	NS	
At Intersection, crossing with right-of-way	0	1	7	6	5	10	4	9	10	8	18	78
At Intersection, crossing without right-of-way	0	1	4	2	0	4	0	2	2	2	11	28
At Intersection, crossing with no traffic control	0	0	1	0	0	1	2	1	1	2	4	12
Between Intersections, crossing roadway	0	2	3	3	5	7	5	3	1	1	12	42
Walking along roadway with traffic	0	0	0	0	0	1	0	2	0	1	4	8
Walking along roadway against traffic	0	0	0	0	3	1	1	1	1	0	1	8
On Sidewalk/Median/Safety Zone	0	0	0	2	2	1	2	2	1	1	7	18
Walking on Roadway (travelled portion)	0	2	0	5	2	3	2	0	1	1	6	22
From behind Vehicle/ Object on roadway	1	1	1	2	1	3	1	3	0	1	3	17
Running into Roadway	0	8	7	6	1	5	4	1	0	0	15	47
Getting On/Off Another Vehicle	0	0	1	2	0	0	2	0	0	0	0	5
Pushing/Working on Vehicle	0	0	0	0	0	0	0	0	0	0	0	0
Playing on Roadway	2	0	1	0	0	0	0	0	0	0	0	3
Working on Roadway	0	0	0	0	0	2	0	0	0	0	0	2
Lying on Roadway	0	0	0	1	0	0	1	0	0	0	0	2
Unknown	5	9	14	19	6	18	10	15	4	11	70	181
Total	8	24	39	48	25	56	34	39	21	28	151	473
%	1.7	5.1	8.2	10.2	5.3	11.9	7.2	8.2	4.4	5.9	31.9	100.0

Among all pedestrian casualties aged 15 and older, the two most frequently reported pedestrian actions prior to being struck by a motor vehicle were "crossing at intersections with right-of-way" and "crossing roadway between intersections".

Among pedestrians 14 years of age and younger, the most frequently cited pedestrian action was "running onto roadway", followed by "crossing intersection with right-of-way".

Section 7

Vehicle Involvement

INTRODUCTION TO SECTION 7

This section deals with the number of vehicles involved in collisions. It does **not** indicate the number of collisions. Since many collisions involve more than one vehicle, the total number of vehicles involved in collisions will significantly exceed the total number of collisions.

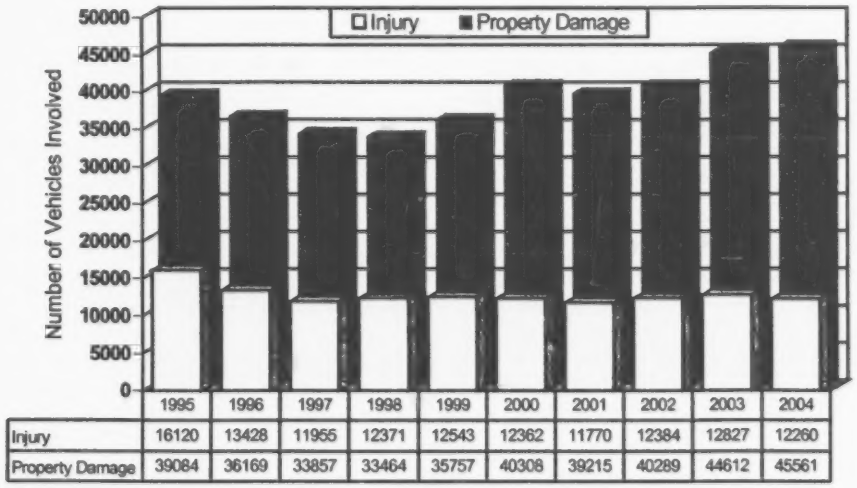
Each vehicle involved in a collision is counted and provision is made for vehicle types such as automobiles, vans, pick-up trucks, types of emergency vehicles. Vehicles involved in collisions that were, or were not, transporting hazardous loads and the nature of these loads is also indicated.

Ten Year Summary
1995 – 2004

Year	Collision Severity			Total
	Fatal	Injury	Property Damage	
1995	188	16120	39084	55392
1996	115	13428	36169	49712
1997	147	11955	33857	45959
1998	170	12371	33464	46005
1999	157	12543	35757	48457
2000	140	12362	40308	52810
2001	138	11770	39215	51123
2002	156	12384	40289	52829
2003	150	12827	44612	57589
2004	131	12260	45561	57952

There were 57,952 vehicles involved in 35,382 collisions during 2004. A total of 131 vehicles were involved in fatal traffic collisions in 2004, a decrease of 12.7% from 2003. The number of vehicles involved in injury collisions decreased by 4.4% (12,827 to 12,260) and vehicle involvement in property damage collisions rose by 2.1% (44,612 to 45,561).

Ten Year Summary
Vehicle Involvement by Injury and Property Damage Collision Severity
1995 – 2004*



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Injury	16120	13428	11955	12371	12543	12362	11770	12384	12827	12260
Property Damage	39084	36169	33857	33464	35757	40308	39215	40289	44612	45561

*Fatal statistics not shown due to low values.

By Vehicle Type and Collision Severity
2004

Vehicle Type	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Automobile	61	7905	28882	36848	63.6
Mini/Multi-Purpose Van	9	1345	5129	6483	11.2
Van under 4500 kg	2	163	639	804	1.4
Pick-up under 4500 kg	35	1530	7218	8783	15.2
Truck over 4500 kg (unit chassis)	3	147	602	752	1.3
Power Unit for Semi-Trailer	8	128	486	622	1.1
Truck/Camper	0	6	29	35	0.1
Motorhome	0	1	27	28	-.-
Truck (other)	5	535	2050	2590	4.5
School Bus	1	16	74	91	0.2
Other School Vehicle	0	0	2	2	-.-
Transit Bus – urban	0	22	47	69	0.1
Para-transit Bus	0	0	5	5	-.-
Intercity Bus	0	8	62	70	0.1
Bus (other)	0	10	16	26	-.-
Motorcycle/Scooter	3	91	53	147	0.2
Moped	0	2	2	4	-.-
Bicycle	2	265	17	284	0.5
Ambulance	0	10	19	29	-.-
Fire	0	4	15	19	-.-
Police	0	26	87	113	0.2
Mobility Vehicle	0	0	1	1	-.-
Snow Vehicle	0	0	0	0	0.0
Farm Equipment	1	10	18	29	-.-
Construction Equipment	0	16	70	86	0.2
Train/Other Rail Vehicle	0	0	1	1	-.-
Off-Road Vehicle	1	20	10	31	0.1
Total	131	12260	45561	57952	100.0

Automobiles, vans and pick-up trucks accounted for 81.7% of all vehicles involved in fatal collisions, 89.3% of those involved in injury collisions, and 91.9% of those involved in property damage collisions. Automobiles accounted for a higher percentage of vehicles involved in injury collisions (64.5%) than fatal collisions (46.6%). Conversely, heavy trucks/tractor trailers and truck (other) accounted for a higher percentage of vehicles involved in fatal collisions (12.2%) than in injury collisions (6.6%).

By Hazardous Load Type and Collision Severity
2003

Hazardous Load	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Explosives	0	3	17	20	-.-
Flammable Gas	1	9	23	33	0.1
Flammable/Combustible Liquids	1	6	14	21	-.-
Flammable Solids/Dangerous When Wet	0	0	3	3	-.-
Oxidizers/Organic Peroxides	0	2	1	3	-.-
Poisonous Substances/Infectious	0	2	2	4	-.-
Radioactives	0	0	0	0	0.0
Corrosives	0	1	3	4	-.-
Miscellaneous Dangerous Substances	0	2	8	10	-.-
General Cargo (non-hazardous)	4	117	310	431	0.8
Empty	5	68	243	316	0.6
Not Applicable	120	12049	44934	57103	98.5
Other	0	1	2	3	-.-
Unknown	0	0	1	1	-.-
Total	131	12260	45561	57952	100.0

Of the total number of vehicles involved in crashes, 98 were known to be carrying "hazardous goods". Of these, two were involved in fatal collisions, 25 in injury collisions, and 71 in property damage collisions.

Vehicles carrying "flammable gas" and "flammable and/or combustible liquids" were involved in fatal crashes.

Section 8

Driver Involvement

INTRODUCTION TO SECTION 8

This section indicates the number of drivers involved in collisions. This number is less than the amount of vehicle involvement as some crashes involve parked vehicles. Information is provided according to gender and age group.

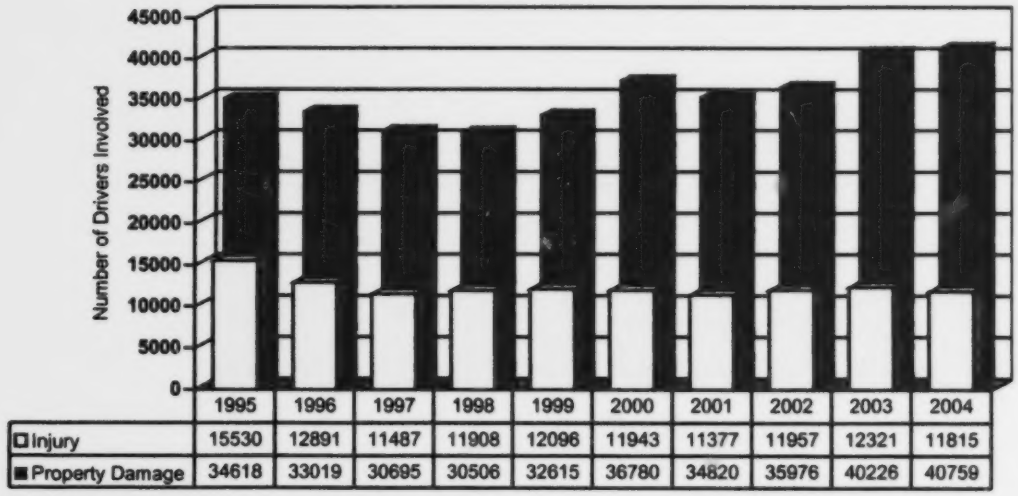
The age group 16-19 recorded the highest rate of collision involvement, at 110 per 1,000 active licenced drivers. The next highest involvement rates were recorded by the age groups 20-24, at 90/1,000 and 25-34, at 65/1,000. The overall relative involvement rate for all age groups in 2004 was 76/1,000.

Ten Year Summary
1995 – 2004

Year	Collision Severity			Total
	Fatal	Injury	Property Damage	
1995	171	15530	34618	50319
1996	110	12891	33019	46020
1997	142	11487	30695	42324
1998	164	11908	30506	42578
1999	151	12096	32615	44862
2000	136	11943	36780	48859
2001	127	11377	34820	46324
2002	149	11957	35976	48082
2003	146	12321	40226	52693
2004	127	11815	40759	52701

There were 127 drivers involved in fatal accidents in 2004, a decrease of 13.0% from 146 in 2003. The number of drivers involved in injury collisions decreased by 4.1% from 12,321 in 2003 to 11,815 in 2004. Drivers involved in property damage collisions rose from 40,226 to 40,759, a 1.3% increase.

Ten Year Summary of Driver Involvement in Traffic Collisions by Injury and Property Damage Collision Severity, 1995-2004*



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Injury	15530	12891	11487	11908	12096	11943	11377	11957	12321	11815
Property Damage	34618	33019	30695	30506	32615	36780	34820	35976	40226	40759

* Fatal statistics not shown due to low values.

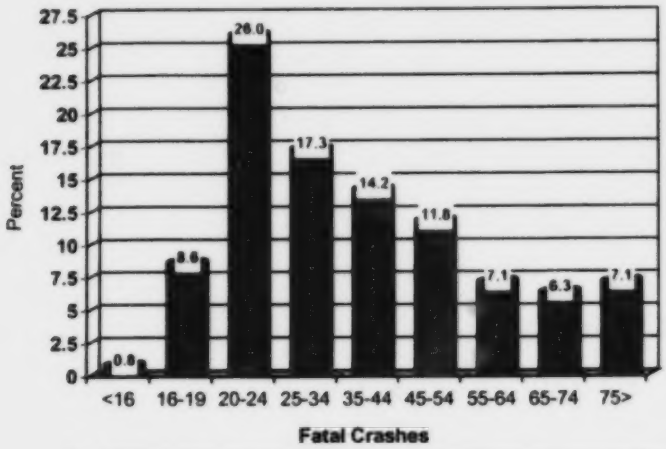
By Age Group, Sex, and Collision Severity
2004

Age Group	Sex	Collision Severity						Total	%
		Fatal	%	Injury	%	Property Damage	%		
<16	M	1		15		38		54	
	F	0		8		32		40	
	NS	0		0		0		0	
	Total	1	0.8	23	0.2	70	0.2	94	0.2
16-19	M	8		596		2340		2944	
	F	3		470		1453		1926	
	NS	0		15		21		36	
	Total	11	8.6	1081	9.1	3814	9.4	4906	9.3
20-24	M	20		657		2415		3092	
	F	13		551		1398		1962	
	NS	0		7		35		42	
	Total	33	26.0	1215	10.3	3848	9.5	5096	9.7
25-34	M	16		995		3348		4359	
	F	6		913		2038		2957	
	NS	0		5		32		37	
	Total	22	17.3	1913	16.2	5418	13.3	7353	13.9
35-44	M	14		1155		3894		5063	
	F	4		981		2448		3433	
	NS	0		8		33		41	
	Total	18	14.2	2144	18.2	6375	15.6	8537	16.2
45-54	M	14		883		3401		4298	
	F	1		780		2039		2820	
	NS	0		7		21		28	
	Total	15	11.8	1670	14.1	5461	13.4	7146	13.5
55-64	M	9		568		2387		2964	
	F	0		409		1198		1607	
	NS	0		4		9		13	
	Total	9	7.1	981	8.3	3594	8.8	4584	8.7
65-74	M	6		296		1212		1514	
	F	2		151		622		775	
	NS	0		1		7		8	
	Total	8	6.3	448	3.8	1841	4.5	2297	4.4
75>	M	7		186		812		1005	
	F	2		103		418		523	
	NS	0		0		3		3	
	Total	9	7.1	289	2.4	1233	3.0	1531	2.9
Not Stated	M	0		237		1008		1245	
	F	0		130		567		697	
	NS	1		1684		7530		9215	
	Total	1	0.8	2051	17.4	9105	22.3	11157	21.2
All Ages	M	95		5588		20855		26538	
	F	31		4496		12213		16740	
	NS	1		1731		7691		9423	
	Total	127	100.0	11815	100.0	40759	100.0	52701	100.0

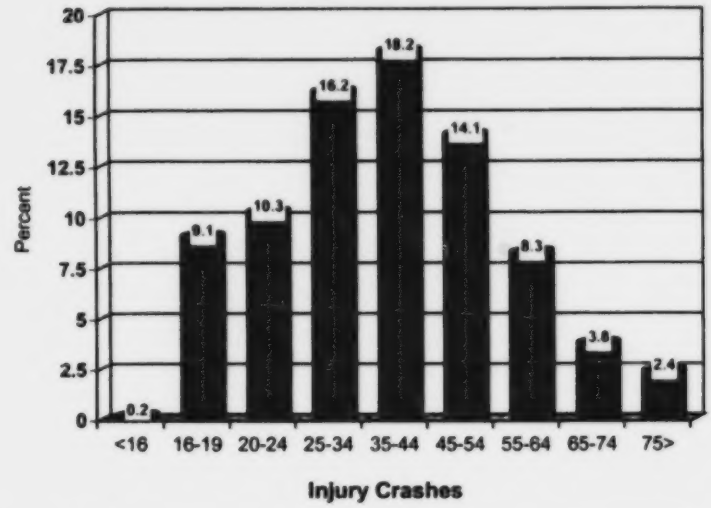
[1]Not stated

Male drivers were involved in collisions more often than their female counterparts – 3.0 times more frequently in fatal collisions, 1.2 times more frequently in injury collisions and 1.7 times more frequently in property damage collisions.

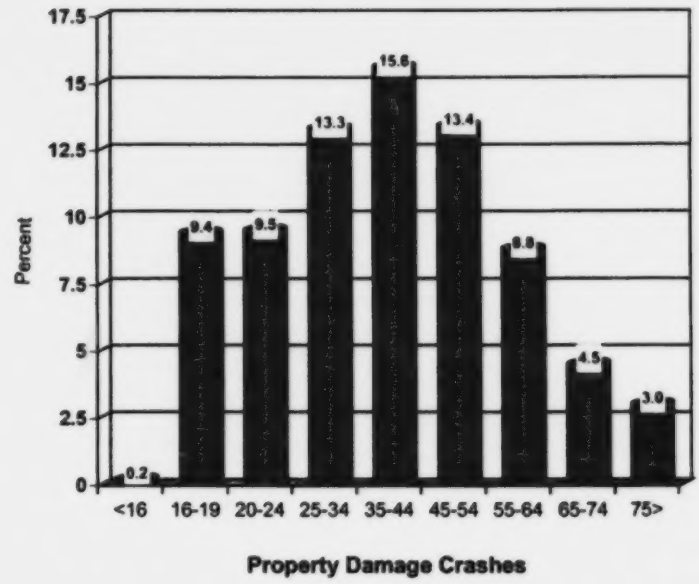
Percentage of Driver Involvement in Crashes (excludes "age not stated")



Of the total drivers involved in fatal crashes those aged 20-24 accounted for 26.0%, followed by those aged 25-34 (17.3%).



The 35-44 age group accounted for the highest percentage of all drivers involved in injury collisions (18.2%), followed by those aged 25-34 (16.2%).



The age groups 35-44 and 45-54 respectively accounted for 15.6% and 13.4% of all drivers involved in property damage collisions.

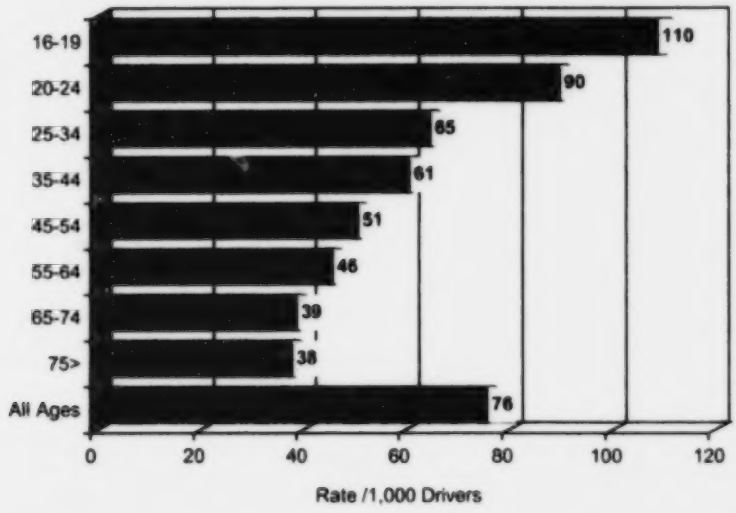
By Age Group, Sex and Relative Involvement /1,000 Active Drivers 2004

Age Group	Sex	Total Drivers Involved	%	Total Active Licenced Drivers	%	Relative Involvement Rate /1,000
<16	M	54		0		
	F	40		0		
	NS	0		0		
	Total	94	0.2	0	0.0	
16-19	M	2944		22801		129
	F	1926		21809		88
	NS	36		0		
	Total	4906	9.3	44610	6.4	110
20-24	M	3092		28911		107
	F	1962		27485		71
	NS	42		0		
	Total	5096	9.7	56396	8.1	90
25-34	M	4359		57655		76
	F	2957		56185		53
	NS	37		0		
	Total	7353	13.9	113840	16.4	65
35-44	M	5063		70985		71
	F	3433		68397		50
	NS	41		0		
	Total	8537	16.2	139382	20.1	61
45-54	M	4298		72770		59
	F	2820		68693		41
	NS	28		0		
	Total	7146	13.5	141463	20.4	51
55-64	M	2964		51616		57
	F	1607		47244		34
	NS	13		0		
	Total	4584	8.7	98860	14.2	46
65-74	M	1514		31631		48
	F	775		27644		28
	NS	8		0		
	Total	2297	4.4	59275	8.6	39
75>	M	1005		21671		46
	F	523		18379		28
	NS	3		0		
	Total	1531	2.9	40050	5.8	38
Not Stated	M	1245		0		
	F	697		0		
	NS	9215		0		
	Total	11157	21.2	0	0.0	
All Ages	M	26538		358040		74
	F	16740		335836		50
	NS	9423		0		
	Total	52701	100.0	693876	100.0	76

[1]Not stated

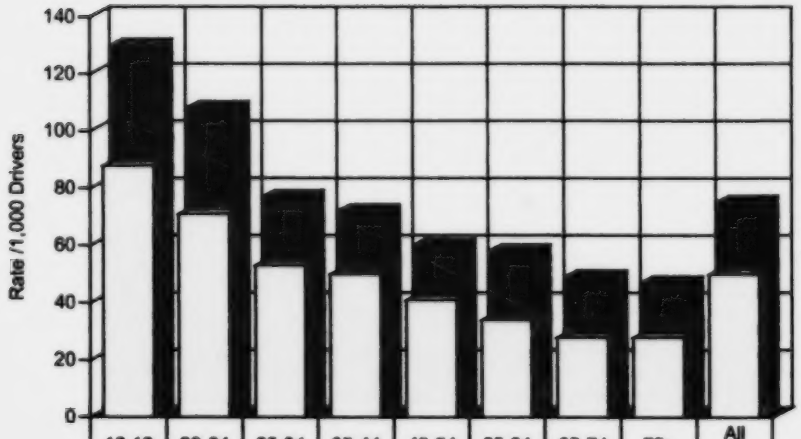
Certain age groups are over-represented in crashes. For example, 16-19 year olds made up 6.4% of the total active licenced drivers, yet accounted for 9.3% of all drivers involved in crashes. In contrast, drivers over 55 years of age made up 28.6% of the total active licenced drivers, but comprised only 16.0% of all drivers in traffic accidents. Drivers between the ages of 20 and 54 made up 65.0% of the total active licenced driver population and 53.3% of the drivers involved in collisions. The percentage of drivers involved in collisions by age is limited to those drivers whose ages were known.

Distribution of Driver Involvement Rates in Traffic Collisions by Age Group and Relative Involvement /1,000 Active Drivers 2004



The 16-19 age group had the highest relative involvement rate at 110/1,000 followed by the 20-24 age group at 90/1,000. The lowest relative involvement rates belonged to the 65-74 and over 74 age groups, at 39/1,000 and 38/1,000 drivers respectively. The overall relative involvement rate for all age groups in 2004 was 76/1,000. Note: The relative involvement rates do not take into account the number of vehicle kilometres travelled by each age group.

Comparison of Relative Involvement Rates /1,000 Active Drivers by Age Group and Sex 2004

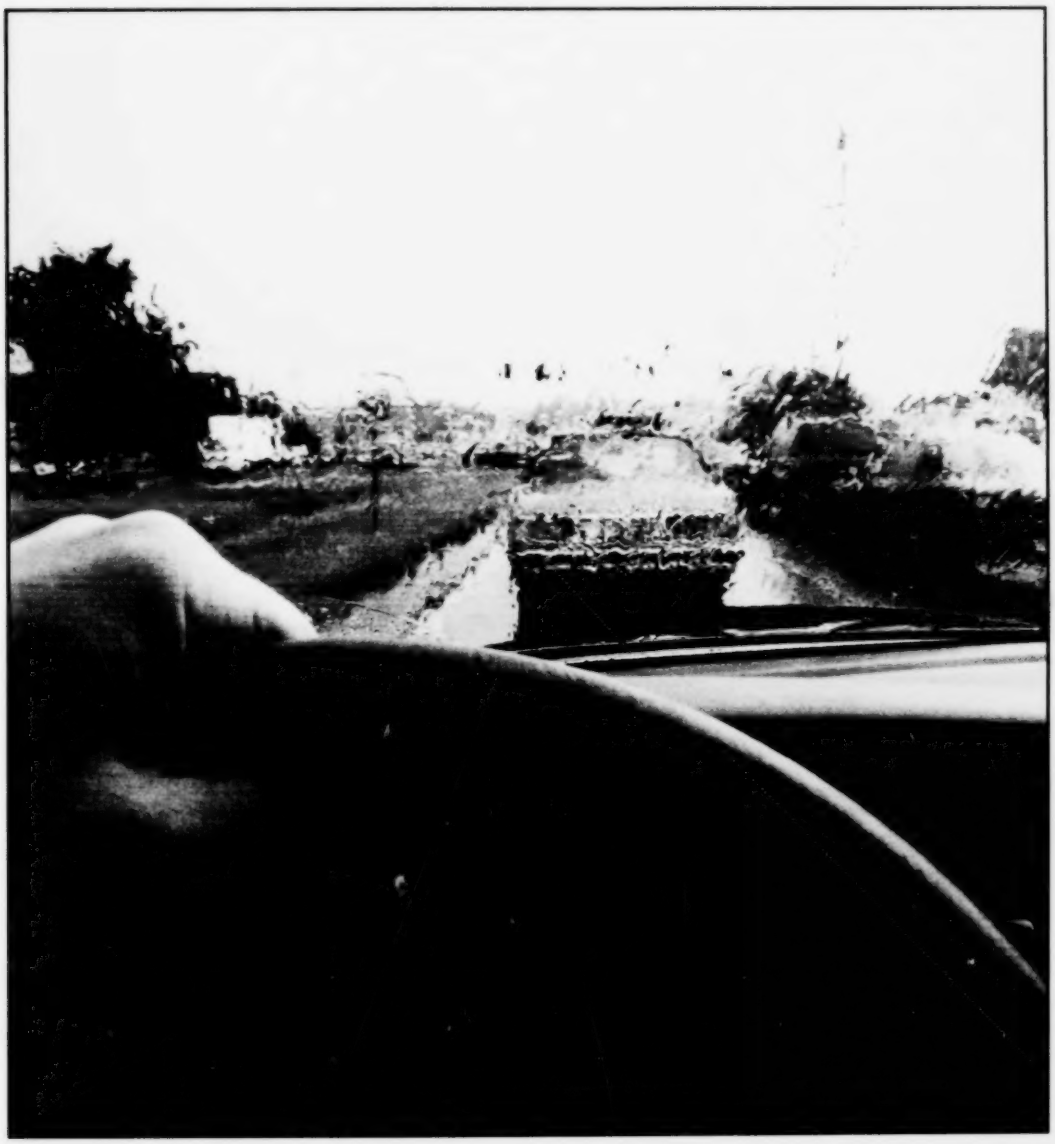


	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	All Ages
Female	88	71	53	50	41	34	28	28	50
Male	129	107	76	71	59	57	48	46	74

Male drivers were involved in crashes more often than females. The highest relative involvement rate occurred in the male age group 16-19 at 129/1,000, compared to female involvement at 88/1,000. The rates for both genders decrease with age.

Section 9

Contributing Factors



INTRODUCTION TO SECTION 9

Contributing factors are those circumstances or factors that the reporting police officer perceives to have directly contributed to the collision or its severity. Factors can be selected from four categories: driver action, human condition, vehicle condition, or driving environment.

The collision data system accepts up to three contributing factors for each vehicle involved in a collision. As many as six contributing factors may be recorded for a collision. During the analysis of collisions, knowledge of the factors is important. For instance, because of inattention, a driver may have failed to see a stop sign behind some trees and thereby reduce stopping time. The car's brakes, being in poor condition, caused the vehicle to spin out of control on ice and collide with another vehicle that was speeding through the intersection. The collision may not have occurred if any of these factors were not present.

Driver action is used to determine if the actions performed immediately prior to the collision may have been a factor in the collision.

Human condition identifies those factors that may have affected the individual's ability to drive safely. Of particular interest are the numbers of drivers affected by alcohol, drugs and fatigue.

Safety campaigns are often geared toward driver age groups; therefore driver actions and human conditions are broken down by age group and accident severity (fatal, injury and property damage).

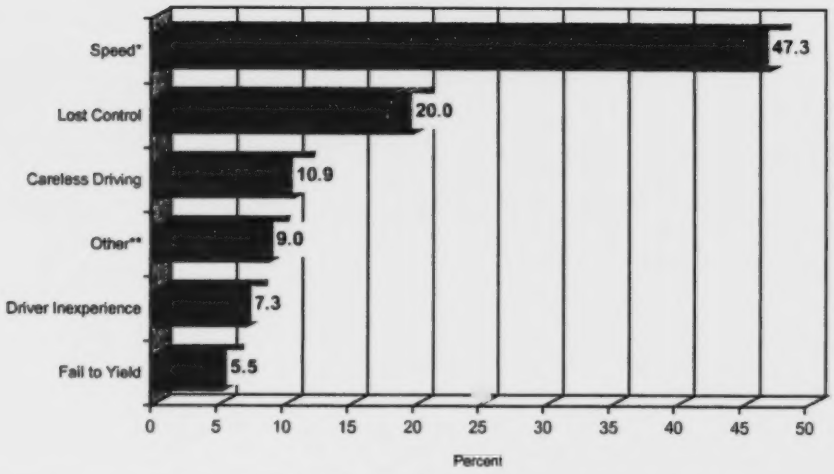
Vehicle defects and environmental conditions are presented according to the number of vehicles involved and whether the vehicle has a mechanical defect that may have been a factor in the collision and also if environmental factors contribute toward the crash.

Driver Involvement in Traffic Collisions by Driver Action and Collision Severity 2004

Driver Action	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Driving Properly[1]	30	4614	13713	18357	34.8
Follow Too Closely	0	332	771	1103	2.1
Turn Improperly	0	144	506	650	1.2
Exceed Speed Limit	14	43	76	133	0.2
Drive Too Fast For Conditions	8	345	1095	1448	2.8
Unsafe Speed (too fast or too slow)	4	43	98	145	0.3
Passing Improperly	1	31	104	136	0.3
Change Lanes Improperly	0	51	296	347	0.7
Fail to Yield	3	401	957	1361	2.6
Disobeyed Traffic Control	1	202	292	495	0.9
Drive Wrong Way	2	13	23	38	0.1
Pass Vehicle at Pedestrian X-Walk	0	1	2	3	-.-
Backing Up Unsafely	0	43	1021	1064	2.0
Park Improperly	0	2	77	79	0.2
Careless Driving	6	185	330	521	1.0
Lost Control/Off Roadway	11	202	421	634	1.2
Driverless Vehicle	0	5	16	21	-.-
Leave Stop Sign	1	107	209	317	0.6
Fail To Signal	0	1	9	10	-.-
Take Avoiding Action	0	69	194	263	0.5
Driver Inexperience	4	67	233	304	0.6
Pedestrian Error/Confusion	3	11	10	24	-.-
Not Stated	39	4903	20306	25248	47.9
Total	127	11815	40759	52701	100.0

[1]No apparent improper driving action noted on traffic accident report.

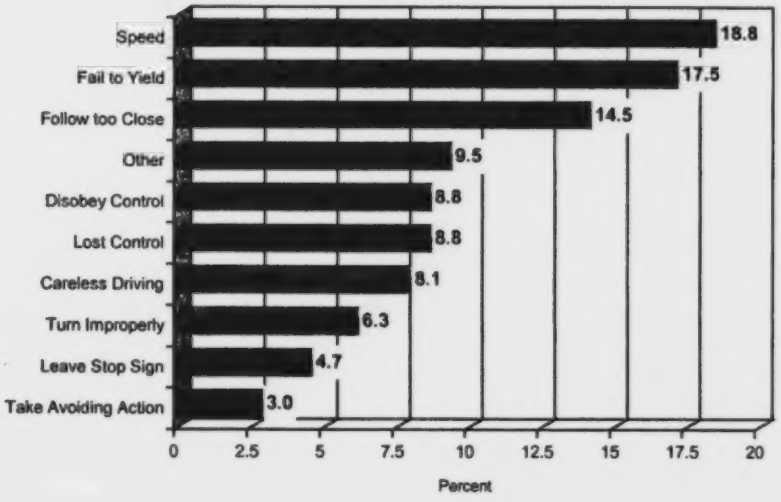
Comparison of At-Fault Driver Actions in Fatal Traffic Collisions 2004



*Speed includes exceeding speed limit, drive too fast for conditions or unsafe operating speed.
**Other includes passing/turning/ lanes improperly, drive wrong way, disobeyed traffic control, leave stop sign before safe and pass vehicle improperly.

Among at-fault drivers involved in fatal collisions, the most commonly reported infractions were "speed related" (47.3%), and "lost control/drive off roadway" (20.0%).

Comparison of At-Fault Driver Actions in Injury Collisions 2004



*Other includes passing improperly, changing lanes improperly, drive wrong way, pass vehicle at pedestrian crosswalk, back-up unsafely, park improperly, driverless vehicle, fail to signal, and driver inexperience. Pedestrian error/confusion is not included as an at-fault driver action.

The three main at-fault driver actions resulting in injuries were "speed-related" (18.8% or 431), "failure to yield" (17.5% or 401), and "follow too close" (14.5% or 332).

Driver Involvement in Fatal Traffic Collisions by Driver Action and Age Group 2004

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	0	2	5	7	4	4	2	4	2	0	30
Follow Too Closely	0	0	0	0	0	0	0	0	0	0	0
Turn Improperly	0	0	0	0	0	0	0	0	0	0	0
Exceed Speed Limit	1	2	5	1	3	0	1	0	0	1	14
Drive Too Fast	0	2	3	1	1	1	0	0	0	0	8
Unsafe Speed	0	0	1	2	1	0	0	0	0	0	4
Passing Improperly	0	0	0	0	0	0	0	0	1	0	1
Change Lanes Improperly	0	0	0	0	0	0	0	0	0	0	0
Fail to Yield	0	0	1	0	0	0	0	1	1	0	3
Disobey Traffic Control	0	0	0	0	1	0	0	0	0	0	1
Drive Wrong Way	0	1	0	1	0	0	0	0	0	0	2
Pass at Pedestrian Corridor	0	0	0	0	0	0	0	0	0	0	0
Backing Up Unsafely	0	0	0	0	0	0	0	0	0	0	0
Park Improperly	0	0	0	0	0	0	0	0	0	0	0
Careless Driving	0	1	2	0	1	1	1	0	0	0	6
Lost Control/Off Roadway	0	1	2	2	2	1	1	2	0	0	11
Driverless Vehicle	0	0	0	0	0	0	0	0	0	0	0
Leave Stop Sign	0	0	0	0	1	0	0	0	0	0	1
Fail to Signal	0	0	0	0	0	0	0	0	0	0	0
Take Avoiding Action	0	0	0	0	0	0	0	0	0	0	0
Driver Inexperience	0	0	2	1	1	0	0	0	0	0	4
Pedestrian Error/Confusion	0	0	1	1	0	1	0	0	0	0	3
Not Stated	0	2	11	6	3	7	4	1	5	0	39
Total	1	11	33	22	18	15	9	8	9	1	127
At-fault rate/10,000 active licenced drivers		1.6	2.7	0.7	0.8	0.2	0.3	0.5	0.5		0.8

Of the total *at-fault drivers* involved in fatal collisions, the 20-24 age group recorded the highest rate of driver infractions at 2.7/10,000 active licenced drivers. The next highest rate (1.6/10,000) was reported by the age group 16-19.

Among all at-fault drivers, the most commonly reported driving infractions resulting in fatalities were "exceed speed limit" (25.5%), "lost control/drive off road" (20.0%) and "drive too fast for conditions" (14.5%).

Driver Involvement in Injury Traffic Collisions by Driver Action and Age Group 2004

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	3	345	505	909	1106	845	504	203	112	82	4614
Follow Too Closely	0	40	37	56	42	36	14	10	6	91	332
Turn Improperly	0	28	18	24	17	14	14	10	10	9	144
Exceed Speed Limit	0	11	14	7	3	2	2	0	1	3	43
Drive Too Fast	0	43	61	80	52	43	25	10	5	26	345
Unsafe Speed	1	12	8	10	5	2	3	0	0	2	43
Passing Improperly	0	5	7	4	6	6	1	0	1	1	31
Change Lanes Improperly	1	2	10	11	6	8	4	2	0	7	51
Fail to Yield	0	47	35	62	72	52	33	22	27	51	401
Disobey Traffic Control	1	27	30	27	29	20	14	12	8	34	202
Drive Wrong Way	1	1	1	3	2	1	0	2	2	0	13
Pass at Pedestrian Corridor	0	1	0	0	0	0	0	0	0	0	1
Backing Up Unsafely	0	6	3	4	9	6	6	2	2	5	43
Park Improperly	0	0	0	0	0	1	0	1	0	0	2
Careless Driving	0	28	27	25	26	16	7	2	8	46	185
Lost Control/Off Roadway	3	33	35	33	33	28	14	8	12	3	202
Driverless Vehicle	0	2	0	0	1	1	0	1	0	0	5
Leave Stop Sign	0	14	14	21	17	16	7	7	8	3	107
Fail to Signal	0	0	0	0	0	0	1	0	0	0	1
Take Avoiding Action	0	9	11	11	14	15	8	1	0	0	69
Driver Inexperience	2	40	8	6	2	3	2	0	0	4	67
Pedestrian Error/Confusion	0	3	1	1	2	2	2	0	0	0	11
Not Stated	11	384	390	619	700	553	320	155	87	1684	4903
Total	23	1081	1215	1913	2144	1670	981	448	289	2051	11815
At-fault rate/1,000 active licenced drivers		7.8	5.7	3.4	2.4	1.9	1.6	1.5	2.2		3.3

The age group 16-19 recorded the highest reported rate of driving infractions in injury collisions, at 7.8/1,000 active drivers, followed by 20-24 at 5.7/1,000, and 25-34 at 3.4/1,000.

Among at-fault drivers, the most commonly reported driving infractions resulting in injuries were "fail to yield" (17.5%), "drive too fast" (15.1%) and "follow too closely" (14.5%).

Driver Involvement in Property Damage Traffic Collisions by Driver Action and Age Group 2004

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	6	1297	1503	2308	2763	2554	1629	770	453	430	13713
Follow Too Closely	0	115	103	98	134	97	46	21	25	132	771
Turn Improperly	3	67	43	48	68	62	38	36	45	96	506
Exceed Speed Limit	1	24	13	13	7	5	1	2	1	9	76
Drive Too Fast	3	189	196	201	167	135	71	36	16	81	1095
Unsafe Speed	1	23	11	18	14	6	4	4	2	15	98
Passing Improperly	0	20	11	16	13	11	12	4	3	14	104
Change Lanes Improperly	2	39	23	33	30	27	25	22	25	70	296
Fail to Yield	3	110	103	125	130	111	91	64	76	144	957
Disobeyed Traffic Control	0	30	34	34	37	42	20	21	24	50	292
Drive Wrong Way	0	2	2	1	5	1	3	2	3	4	23
Pass at Pedestrian Corridor	0	0	0	1	0	0	0	1	0	0	2
Backing Up Unsafely	2	114	79	139	181	122	119	77	55	133	1021
Park Improperly	0	7	6	7	9	13	14	5	10	6	77
Careless Driving	5	47	34	51	40	29	17	12	14	81	330
Lost Control/Off Roadway	2	90	60	72	60	51	35	17	16	18	421
Driverless Vehicle	1	1	1	4	1	3	3	0	0	2	16
Leave Stop Sign	0	31	16	28	31	20	20	20	16	27	209
Fail to Signal	0	2	2	3	0	1	0	0	1	0	9
Take Avoiding Action	0	30	26	30	36	36	23	3	7	3	194
Driver Inexperience	16	143	26	19	11	5	1	1	0	11	233
Pedestrian Error/Confusion	0	1	0	2	1	2	0	1	2	1	10
Not Stated	25	1432	1556	2167	2637	2128	1422	722	439	7778	20306
Total	70	3814	3848	5418	6375	5461	3594	1841	1233	9105	40759
At-fault rate/1,000 active licenced drivers		24.3	14.0	8.3	7.0	5.5	5.5	5.9	8.5		9.7

The age group 16-19 recorded the highest reported rate of driving infractions in property damage collisions, at 24.3/1,000 active drivers, followed by those aged 20-24 at 14.0/1,000.

Among at-fault drivers, the most commonly reported driving infractions resulting in property damage collisions were "drive too fast" (16.3%), "backing up unsafely" (15.2%) and "failed to yield" (14.2%).

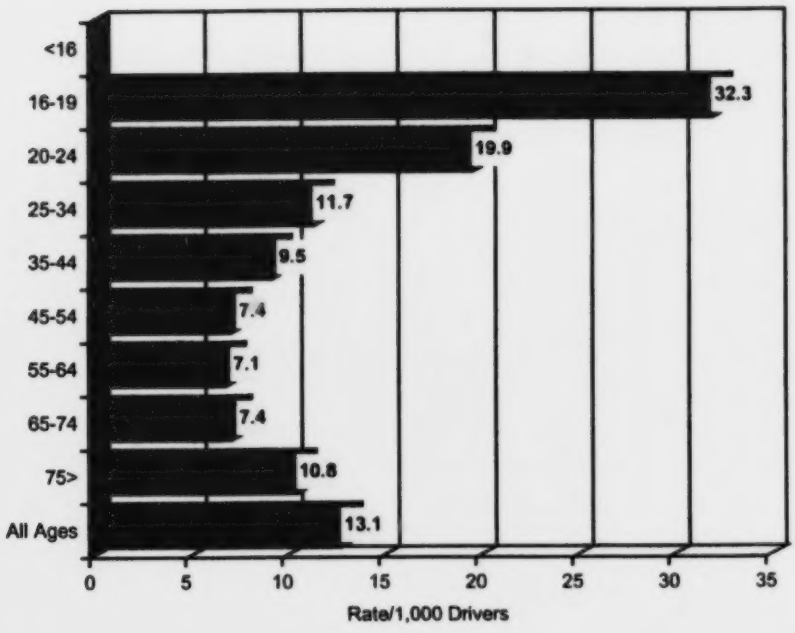
Driver Involvement in All Traffic Collisions by Driver Action and Age Group 2004

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	9	1644	2013	3224	3873	3403	2135	977	567	512	18357
Follow Too Closely	0	155	140	154	176	133	60	31	31	223	1103
Turn Improperly	3	95	61	72	85	76	52	46	55	105	650
Exceed Speed Limit	2	37	32	21	13	7	4	2	2	13	133
Drive Too Fast	3	234	260	282	220	179	96	46	21	107	1448
Unsafe Speed	2	35	20	30	20	8	7	4	2	17	145
Passing Improperly	0	25	18	20	19	17	13	4	5	15	136
Change Lanes Improperly	3	41	33	44	36	35	29	24	25	77	347
Fail to Yield	3	157	139	187	202	163	124	87	104	195	1361
Disobeyed Traffic Control	1	57	64	61	67	62	34	33	32	84	495
Drive Wrong Way	1	4	3	5	7	2	3	4	5	4	38
Pass at Pedestrian Corridor	0	1	0	1	0	0	0	1	0	0	3
Backing Up Unsafely	2	120	82	143	190	128	125	79	57	138	1064
Park Improperly	0	7	6	7	9	14	14	6	10	6	79
Careless Driving	5	76	63	76	67	46	25	14	22	127	521
Lost Control/Off Roadway	5	124	97	107	95	80	50	27	28	21	634
Driverless Vehicle	1	3	1	4	2	4	3	1	0	2	21
Leave Stop Sign	0	45	30	49	49	36	27	27	24	30	317
Fail to Signal	0	2	2	3	0	1	1	0	1	0	10
Take Avoiding Action	0	39	37	41	50	51	31	4	7	3	263
Driver Inexperience	18	183	36	26	14	8	3	1	0	15	304
Pedestrian Error/Confusion	0	4	2	4	3	5	2	1	2	1	24
Not Stated	36	1818	1957	2792	3340	2688	1746	878	531	9462	25248
Total	94	4906	5096	7353	8537	7146	4584	2297	1531	11157	52701
At-fault rate/1,000 active licenced drivers		32.3	19.9	11.7	9.5	7.4	7.1	7.4	10.8		13.1

For all traffic collisions, the 16-19 age group recorded the highest rate of driving infractions at 32.3/1,000 active licenced drivers, followed by those aged 20-24, at 19.9/1,000.

Of the total at-fault drivers, the most commonly reported driving infractions were "drive too fast" (16.0%), "fail to yield" (15.0%) and "follow too closely" (12.2%).

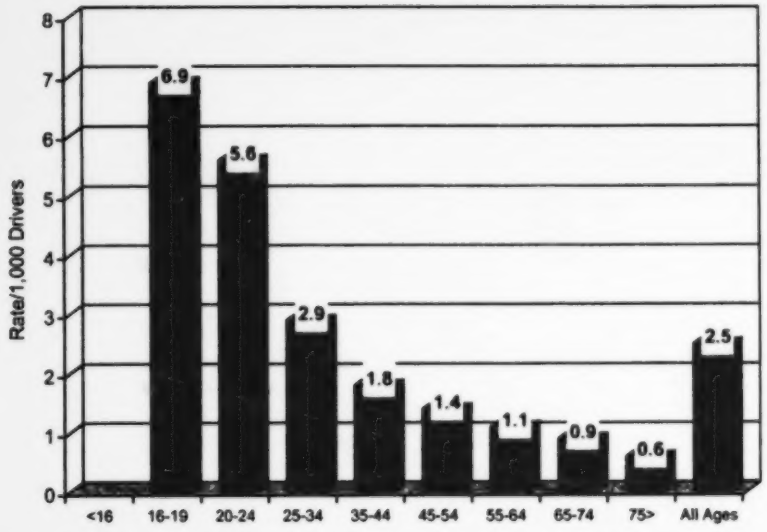
Rate of At-Fault Driver Actions
by 1,000 Active Licenced Drivers and Age Group
2004



This graph illustrates that among drivers committing at-fault driver actions, the 16-19 and 20-24 age groups reported the highest at-fault incidence (32.3/1,000 and 19.9/1,000 respectively). The rate for drivers aged 16-24, at 25.4/1,000, was nearly double the rate for all age groups of 13.1/1,000.

The lowest rates occurred among the age groups 55-64 (7.1/1,000) and 65-74 and 45-54 each at 7.4/1,000 licenced drivers.

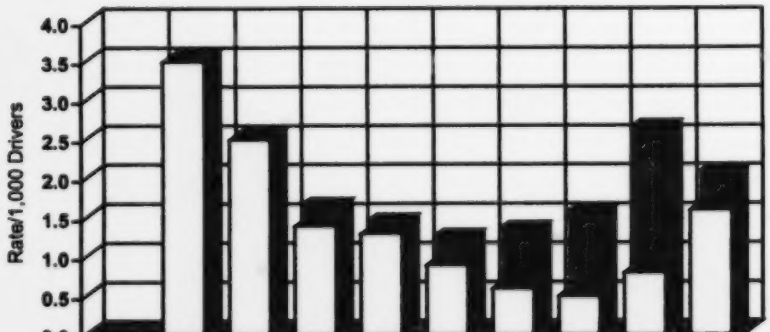
Speed-Related* At-Fault Driver Actions by 1,000 Active Licenced Drivers 2004



*Speed-related includes exceeding speed limit, drive too fast for conditions and unsafe operating speed.

Drivers in the 16-19 age group recorded the highest rate of at-fault speed-related driver actions; nearly three times higher than for all age groups (6.9/1,000 active licenced drivers versus 2.5/1,000 active licenced drivers).

Fail to Yield and Follow Too Close Driver Actions Per 1,000 Active Licenced Drivers 2004



	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	All Ages
Follow too close	-.-	3.5	2.5	1.4	1.3	0.9	0.6	0.5	0.8	1.6
Fail to Yield	-.-	3.5	2.5	1.6	1.4	1.2	1.3	1.5	2.6	2.0

The "fail to yield" infraction recorded an overall involvement rate of 2.0 per 1,000 active licenced drivers. The 16-19 year age group recorded the highest rate, at 3.5/1,000, followed by drivers aged 75 or older, at 2.6/1,000. The "follow too closely" involvement rate for all drivers was 1.6/1,000 with the highest rates incurred by the 16-19 and 20-24 year age groups at 3.5/1,000 and 2.5/1,000 respectively.

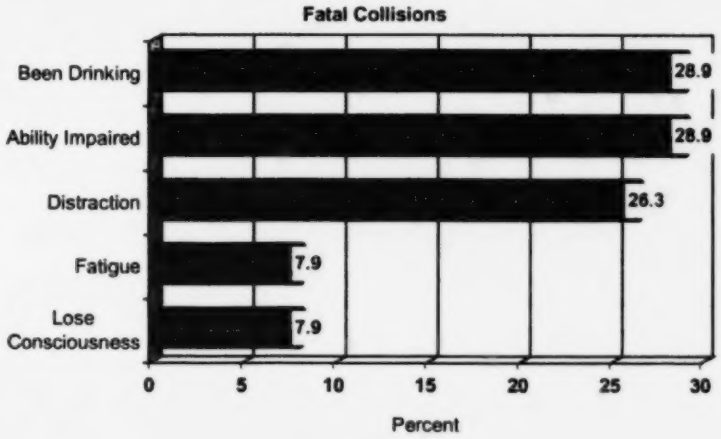
Driver Involvement in Traffic Collisions by Human Condition and Collision Severity 2004

Human Condition	Collision Severity			Total	%
	Fatal	Injury	P. Damage		
Apparently Normal	45	6017	17797	23859	45.3
Loss of Consciousness	3	24	14	41	0.1
Extreme Fatigue/Fell Asleep	3	43	59	105	0.2
Defective Eyesight	0	4	15	19	-.-
Defective Hearing	0	0	8	8	-.-
Medical Disability	0	7	6	13	-.-
Physical Disability	0	1	13	14	-.-
Mental Disability	0	3	3	6	-.-
Mental Confusion/Unable to Remember	0	8	14	22	0.1
Sudden Illness	0	5	6	11	-.-
Ability Impaired by Alcohol	11	108	166	285	0.5
Ability Impaired by Drugs	0	6	5	11	-.-
Had Been Drinking/Suspected Alcohol Use[1]	11	50	92	153	0.3
Distraction/Inattention	10	399	936	1345	2.6
Exceed Hours of Service	0	0	0	0	0.0
Not Stated	44	5140	21625	26809	50.9
Total	127	11815	40759	52701	100.0

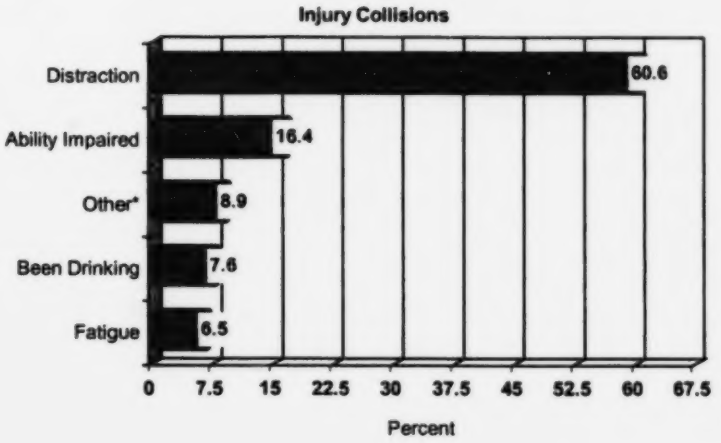
[1]These statistics represent only those collisions where alcohol involvement was apparent.

Human condition is a more prevalent factor in fatal collisions (29.9%) than in injury collisions (5.6%) and property damage collisions (3.3%).

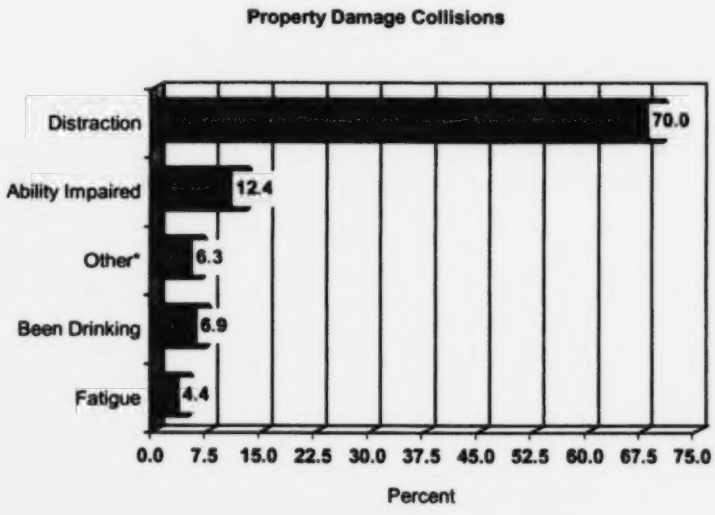
Comparison of At-Fault Human Condition Factors in Crashes



This graph demonstrates that among the at-fault drivers involved in fatal crashes, 57.8% were reported to have consumed alcohol. Of these drivers, 28.9% "had been drinking" and 28.9% had their "ability impaired by alcohol" and another 26.3% had been "distracted".



This graph illustrates a substantially different pattern of at-fault drivers involved in injury-producing crashes. "Distraction/ inattention" (60.6%) was the most frequently reported at-fault driver condition followed by "impaired by alcohol" (16.4%) and "had been drinking" (7.6%).



"Distraction/inattention" is the most significant at-fault driver condition in property damage crashes, accounting for 70.0% of at-fault conditions. Alcohol consumption accounted for 19.3% of at-fault driver conditions in property damage collisions.

*For both injury and property damage collisions, other includes loss of consciousness, unable to remember, defective eyesight, hearing, medical, physical and mental disability, sudden illness, impaired drugs and exceed hours of service.

Driver Involvement in Fatal Traffic Collisions by Human Condition and Age Group 2004

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	0	4	12	10	3	6	3	3	4	0	45
Loss of Consciousness	0	0	0	0	1	0	0	1	1	0	3
Extreme Fatigue/Sleep	0	0	0	0	1	1	0	1	0	0	3
Defective Eyesight	0	0	0	0	0	0	0	0	0	0	0
Defective Hearing	0	0	0	0	0	0	0	0	0	0	0
Medical Disability	0	0	0	0	0	0	0	0	0	0	0
Physical Disability	0	0	0	0	0	0	0	0	0	0	0
Mental Disability	0	0	0	0	0	0	0	0	0	0	0
Mental Confusion	0	0	0	0	0	0	0	0	0	0	0
Sudden Illness	0	0	0	0	0	0	0	0	0	0	0
Ability Impaired Alcohol	0	2	2	3	1	3	0	0	0	0	11
Ability Impaired Drugs	0	0	0	0	0	0	0	0	0	0	0
Had Been Drinking Suspected Alcohol Use[1]	0	2	3	3	1	0	0	1	0	1	11
Distraction/Inattention	0	1	2	2	3	0	1	1	0	0	10
Exceed Hours of Service	0	0	0	0	0	0	0	0	0	0	0
Not Stated	1	2	14	4	8	5	5	1	4	0	44
Total	1	11	33	22	18	15	9	8	9	1	127
At-fault rate/10,000 active licenced drivers		1.1	1.2	0.7	0.5	0.3	0.1	0.7	0.2		0.5

[1] These statistics are understated and represent only those collisions where alcohol involvement was apparent.

The age group 20-24 recorded the highest reported rate of at-fault human condition factors in fatal collisions at 1.2/10,000 active licenced drivers followed by those aged 16-19, at 1.1/10,000.

"Had been drinking/suspected alcohol use" (28.9%), "ability impaired by alcohol" (28.9%)", and "distraction/inattention" (26.3%) were the primary contributing factors in fatal crashes where a known factor was identified.

Driver Involvement in Injury Traffic Collisions by Human Condition and Age Group 2004

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	5	557	673	1132	1329	1021	630	265	159	246	6017
Loss of Consciousness	0	1	4	1	4	4	4	2	4	0	24
Extreme Fatigue/Sleep	0	10	10	7	5	5	2	2	2	0	43
Defective Eyesight	0	0	1	0	0	0	0	0	3	0	4
Defective Hearing	0	0	0	0	0	0	0	0	0	0	0
Medical Disability	0	0	0	0	0	1	3	1	0	2	7
Physical Disability	0	0	0	0	0	1	0	0	0	0	1
Mental Disability	0	0	0	0	1	0	1	0	1	0	3
Mental Confusion	0	0	0	1	0	0	1	1	4	1	8
Sudden Illness	0	0	0	0	3	0	2	0	0	0	5
Ability Impaired Alcohol	0	13	21	24	28	11	6	1	0	4	108
Ability Impaired Drugs	0	1	1	0	2	0	1	0	0	1	6
Had Been Drinking Suspected Alcohol Use[1]	0	8	21	7	4	6	2	0	0	2	50
Distraction/Inattention	0	59	55	70	61	49	31	26	20	28	399
Exceed Hours of Service	0	0	0	0	0	0	0	0	0	0	0
Not Stated	18	432	429	671	707	572	298	150	96	1767	5140
Total	23	1081	1215	1913	2144	1670	981	448	289	2051	11815
At-fault rate/1,000 active drivers		2.1	2.0	1.0	0.8	0.5	0.4	0.6	0.8		1.0

[1]These statistics are understated and represent only those collisions where alcohol involvement was apparent.

The age group 16-19 recorded the highest rate of at-fault human condition factors in injury collisions at 2.1/1,000 active drivers, followed by 20-24 at 2.0/1,000.

As a percentage of at-fault human condition collision factors among drivers aged 16-19, "distraction/ inattention" accounted for 64.1% and "impaired by alcohol" for 14.1%. In the 20 to 54 combined group, "distraction/inattention" accounted for 57.6% of at-fault human condition collision factors and "impaired by alcohol" for 20.6%.

Driver Involvement in Property Damage Traffic Collisions by Human Condition and Age Group 2004

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	22	1956	1995	2884	3419	3054	1932	976	613	946	17797
Loss of Consciousness	1	0	2	0	3	1	1	4	1	1	14
Extreme Fatigue/Sleep	0	15	12	10	7	8	5	1	1	0	59
Defective Eyesight	0	3	1	2	0	2	1	0	5	1	15
Defective Hearing	0	0	1	1	0	0	1	3	2	0	8
Medical Disability	0	0	0	1	1	0	1	1	2	0	6
Physical Disability	0	2	1	1	4	1	0	2	2	0	13
Mental Disability	0	1	0	0	1	1	0	0	0	0	3
Mental Confusion	0	1	2	1	0	2	0	2	5	1	14
Sudden Illness	0	1	0	0	0	1	1	1	1	1	6
Ability Impaired Alcohol	1	25	23	441	28	26	7	3	2	10	166
Ability Impaired Drugs	0	1	1	1	2	0	0	0	0	0	5
Had Been Drinking Suspected Alcohol Use[1]	1	15	22	12	16	13	2	0	1	10	92
Distraction/Inattention	5	143	116	149	149	110	96	45	64	59	936
Exceed Hours of Service	0	0	0	0	0	0	0	0	0	0	0
Not Stated	40	1651	1672	2315	2745	2242	1547	803	534	8076	21625
Total	70	3814	3848	5418	6375	5461	3594	1841	1233	9105	40759
At-fault rate/1,000 active drivers		4.6	3.2	1.9	1.5	1.2	1.2	1.0	2.1		1.9

[1]These statistics are understated and represent only those collisions where alcohol involvement was apparent.

The age group 16-19 recorded the highest rate of at-fault human condition factors in property damage collisions at 4.6/1,000, followed by 20-24 at 3.2/1,000 and 75+ at 2.1/1,000.

"Distraction/inattention" (70.0%), "ability impaired by alcohol" (12.4%), and "had been drinking/suspected alcohol use" (6.9%) were the primary at-fault human condition factors in property damage collisions where a known factor was identified.

Driver Involvement in All Traffic Collisions by Human Condition and Age Group 2004

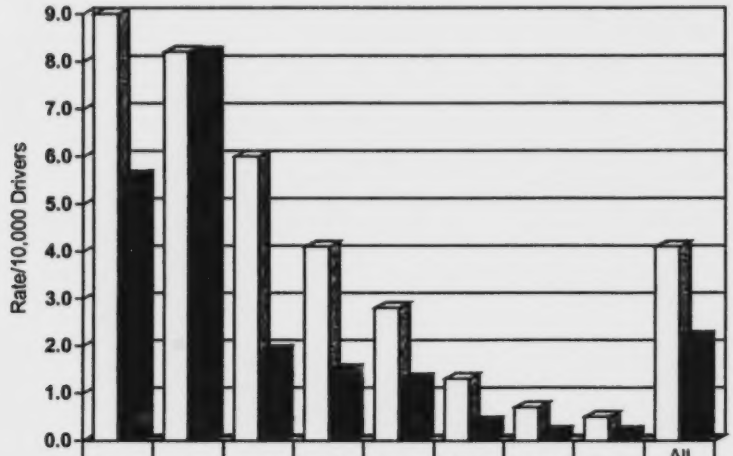
Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	27	2517	2680	4026	4751	4081	2565	1244	776	1192	23859
Loss of Consciousness	1	1	6	1	8	5	5	7	6	1	41
Extreme Fatigue/Sleep	0	25	22	17	13	14	7	4	3	0	105
Defective Eyesight	0	3	2	2	0	2	1	0	8	1	19
Defective Hearing	0	0	1	1	0	0	1	3	2	0	8
Medical Disability	0	0	0	1	1	1	4	2	2	2	13
Physical Disability	0	2	1	1	4	2	0	2	2	0	14
Mental Disability	0	1	0	0	2	1	1	0	1	0	6
Mental Confusion	0	1	2	2	0	2	1	3	9	2	22
Sudden Illness	0	1	0	0	3	1	3	1	1	1	11
Ability Impaired Alcohol	1	40	46	68	57	40	13	4	2	14	285
Ability Impaired Drugs	0	2	2	1	4	0	1	0	0	1	11
Had Been Drinking Suspected Alcohol Use[1]	1	25	46	22	21	19	4	1	1	13	153
Distraction/Inattention	5	203	173	221	213	159	128	72	84	87	1345
Exceed Hours of Service	0	0	0	0	0	0	0	0	0	0	0
Not Stated	59	2085	2115	2990	3460	2819	1850	954	634	9843	26809
Total	94	4906	5096	7353	8537	7146	4584	2297	1531	11157	52701
At-fault rate/1,000 active drivers		6.8	5.3	3.0	2.3	1.7	1.7	1.7	3.0		2.9

[1]These statistics are understated and represent only those collisions where alcohol involvement was apparent.

Overall, the 16-19 age group recorded the highest rate of at-fault human condition factors at 6.8/1,000, followed by 20-24 at 5.3/1,000 and 25-34 and 75> each at 3.0/1,000 per licenced drivers.

Of the total number of at-fault drivers involved in collisions almost two thirds were "distracted or inattentive" (66.2%), followed by "ability impaired by alcohol" (14.0%), and "had been drinking" (7.5%).

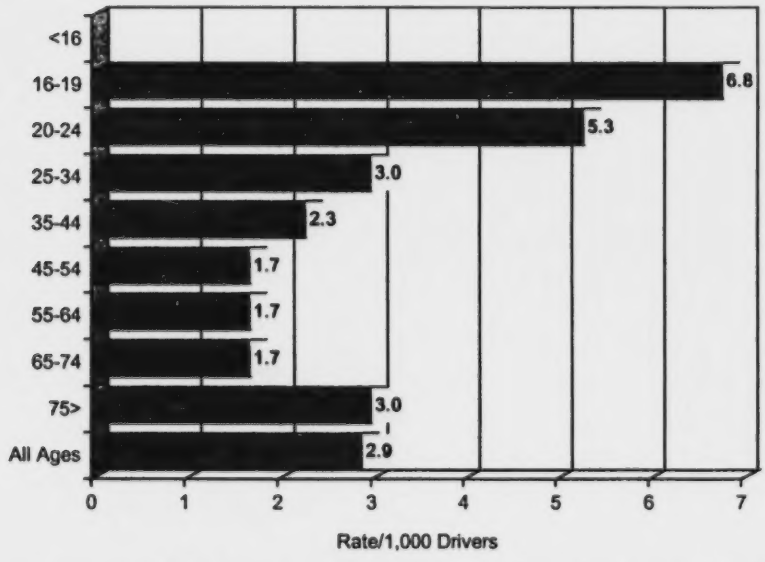
Alcohol-Related Human Condition Factors by 10,000 Active Licenced Drivers and Age Group 2004



	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	All Ages
Impaired Alcohol	9.0	8.2	6.0	4.1	2.8	1.3	0.7	0.5	4.1
Had Been Drinking	5.6	8.2	1.9	1.5	1.3	0.4	0.2	0.2	2.2

The 16-19 age group had the highest alcohol impairment rate, at 9.0/10,000 active licenced drivers, followed by those aged 20-24, at 8.2/10,000. For had been drinking/suspected alcohol use, the 20-24 age group had the highest rate at 8.2/10,000 followed by 16-19, at 5.6/10,000. The younger driver (16-19) had more than twice the involvement of alcohol impairment and consumption compared to all ages (9.0 versus 4.1; 5.6 versus 2.2).

Rate of At-Fault Human Condition Factors by 1,000 Active Licenced Drivers and Age Group 2004



The 16-19 age group recorded the highest rate of at-fault human condition factors, at 6.8/1,000 active licenced drivers, followed by the 20-24 age group at 5.3/1,000 and the 25-34 and 75+ age groups at 3.0/1,000.

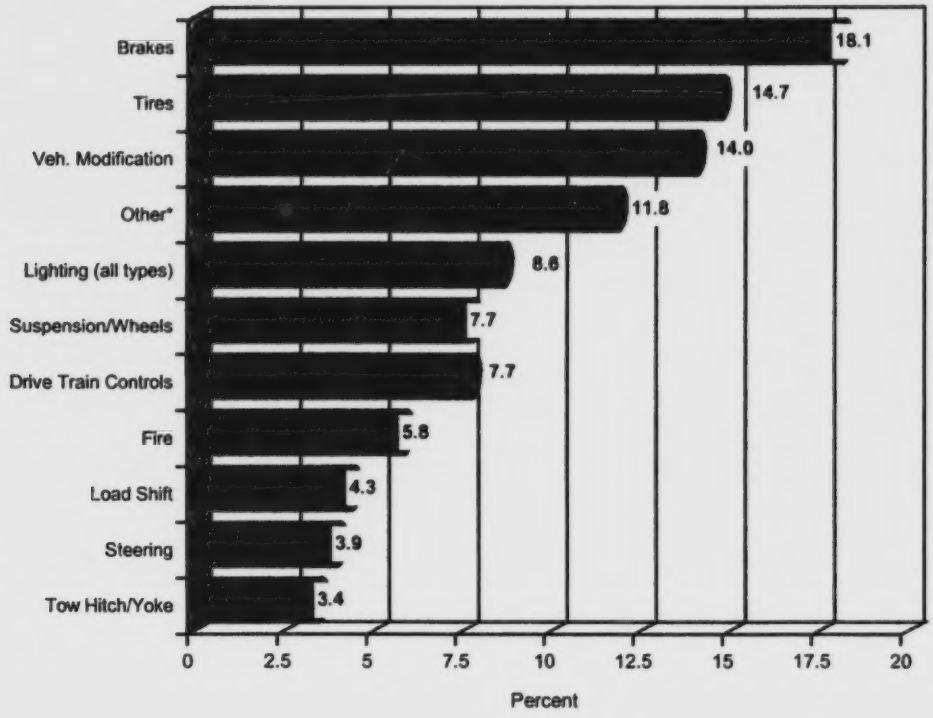
Vehicle Involvement in Traffic Collisions by Vehicle Defect and Collision Severity 2004

Vehicle Defect[1]	Collision Severity			Total	%
	Fatal	Injury	P. Damage		
No Apparent Defect	60	5984	17374	23418	40.4
Defective Brakes	0	24	51	75	0.2
Defective Steering	0	4	12	16	-.-
Defective Headlights	0	6	4	10	-.-
Defective Brake Lights	0	4	11	15	-.-
Defective Lighting (Unspecified)	0	6	5	11	-.-
Defective Engine Controls/Drive Train	0	10	22	32	0.1
Defective Suspension/Wheels	0	11	21	32	0.1
Defective Tires	0	16	45	61	0.1
Defective Tow Hitch/Yoke	0	0	14	14	-.-
Defective Exhaust System	0	1	3	4	-.-
Hood/Tailgate/Door/Covering Opened	0	1	12	13	-.-
Defective Glazing (obscured window)	0	4	7	11	-.-
Vehicle Modifications	0	5	53	58	0.1
Fire	0	2	22	24	0.1
Overloaded/Oversized	0	1	0	1	-.-
Load Shifted/Spilled	0	2	16	18	-.-
Jack-Knife/Trailer Swing	0	3	9	12	-.-
Hydroplaning of Tires	0	2	6	8	-.-
Not Stated	71	6174	27874	34119	58.9
Total	131	12260	45561	57952	100.0

[1] *The reader is cautioned that the "vehicle defect" statistics are obtained from the traffic accident reports completed by the person reporting the collision and as such they may be unaware of any vehicle defect.*

Of the total number of vehicles involved in traffic collisions, 40.4% had "no apparent defect" at the time of collision occurrence. Only 0.7% or 415 of the vehicles involved were reported to have had a vehicle defect that contributed to a collision.

Distribution of At-Fault Vehicle Defect Factors in Collision Causation 2004



*Other includes defective exhaust system, overloaded/oversized, hydroplaning of tires, jack knife/trailer swing, defective glazing and hood/tailgate/covering opening.

The distribution of at-fault "vehicle defects" is based on 415 vehicles involved in traffic collisions that had a *readily apparent* defect at time of collision occurrence.

Vehicle Involvement in Traffic Collisions by Environmental Condition and Collision Severity 2004

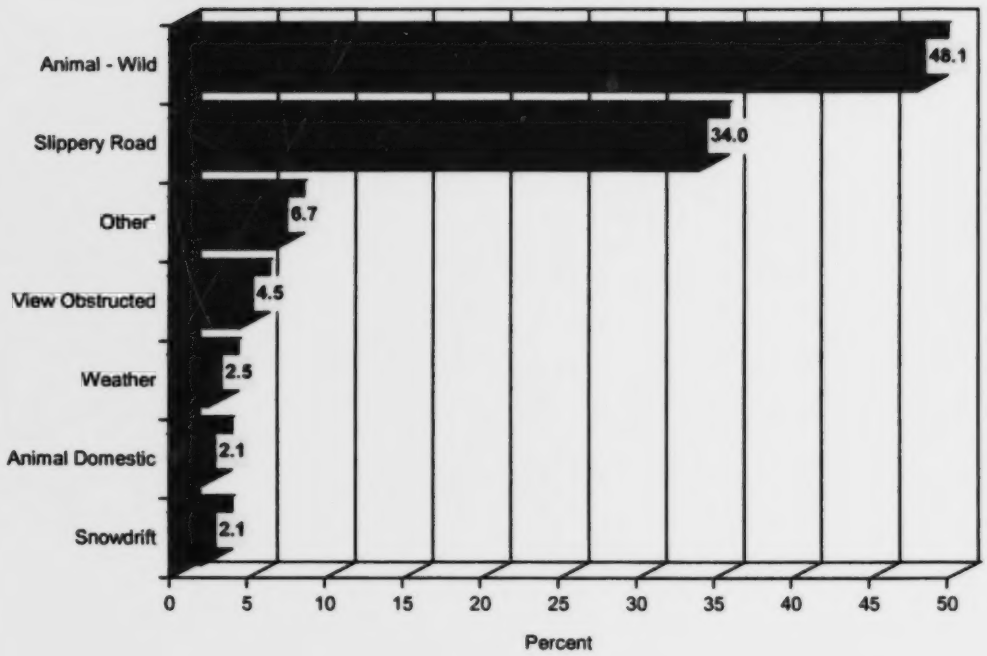
Environmental Condition	Collision Severity			Total	%
	Fatal	Injury	P. Damage		
No Apparent Contributing Factor	120	11073	38549	49742	85.8
Animal Action – Wild	0	201	3744	3945	6.8
Animal Action – Domestic	0	17	153	170	0.3
Slippery Road Surface	5	640	2147	2792	4.8
Snow Drift	0	42	133	175	0.3
Obstruction/Debris on Roadway	1	20	107	128	0.2
View Obstructed/Limited	3	76	292	371	0.6
Glare	0	33	49	82	0.2
Construction Zone	0	6	16	22	0.1
Defective Driving Surface	0	40	117	157	0.3
Shoulders Defective	0	1	10	11	-.-
Lane Markings Inadequate	0	2	5	7	-.-
Defective/Inoperative Traffic Control Device	1	2	2	5	-.-
Weather	1	62	140	203	0.4
Pedestrian Corridor in Use	0	12	5	17	-.-
Uninvolved Vehicle	0	24	65	89	0.2
Uninvolved Pedestrian	0	3	16	19	-.-
Presence of Prior Accident	0	6	11	17	-.-
Total	131	12260	45561	57952	100.0

Environmental conditions were cited as contributing factors for 14.2% of all vehicles involved in traffic collisions.

"Slippery road surface" conditions were cited as a contributing factor in 45.5% of at-fault vehicles involved in fatal crashes, 53.9% in injury crashes, and 30.6% in property damage crashes.

"Wild animal action" conditions were cited as a contributing factor in 16.9% of at-fault vehicles involved in injury-producing crashes and 53.4% in property damage crashes.

Distribution of At-Fault Environmental Factors in Collision Causation 2004



*Other includes obstruction/debris, glare, construction zone, uninvolved pedestrian/vehicle, pedestrian corridor, prior accident; defective shoulders/driving surface, traffic control device and lane markings.

Environmental conditions were a factor in the involvement of 8,210 vehicles in collisions.

Section 10

National Safety Code Monitoring Report

INTRODUCTION TO SECTION 10

This section indicates commercial vehicle involvement in collisions. The table on page 114 indicates the type and number of commercial vehicles involved in fatal, injury, and property damage collisions. The table on page 115 indicates the number of individuals killed or injured in collisions involving commercial vehicles.

The National Safety Code vehicle categories include: trucks greater than 4500 kilograms, tractor/semi-trailers, other trucks, school buses, transit buses, intercity buses, and other buses. These vehicles are defined as follows:

Truck greater than 4500 kilograms (unit chassis)- includes all straight trucks with a gross vehicle mass 4,500 kg. and over on the vehicle registration. DOES NOT include truck tractors with a fifth wheel assembly.

Power Unit for Semi-Trailer - truck tractors used for the moving of cargo in or on a trailer by means of a fifth wheel connection. DOES NOT include pickups equipped with a fifth wheel.

Truck (Other) - used if the type and size of truck is unknown.

School Bus - a bus authorized for the transportation of students to or from school and related school activities.

Transit Bus (Urban) - a bus used for commercial carrying of passengers within an urban area.

Inter-City Bus - a bus licenced for inter-city or provincial travel.

Bus (Other) - includes personal use of buses and bus type conversions, but does not include original equipment manufacture type; for example, buses converted to motorhomes.

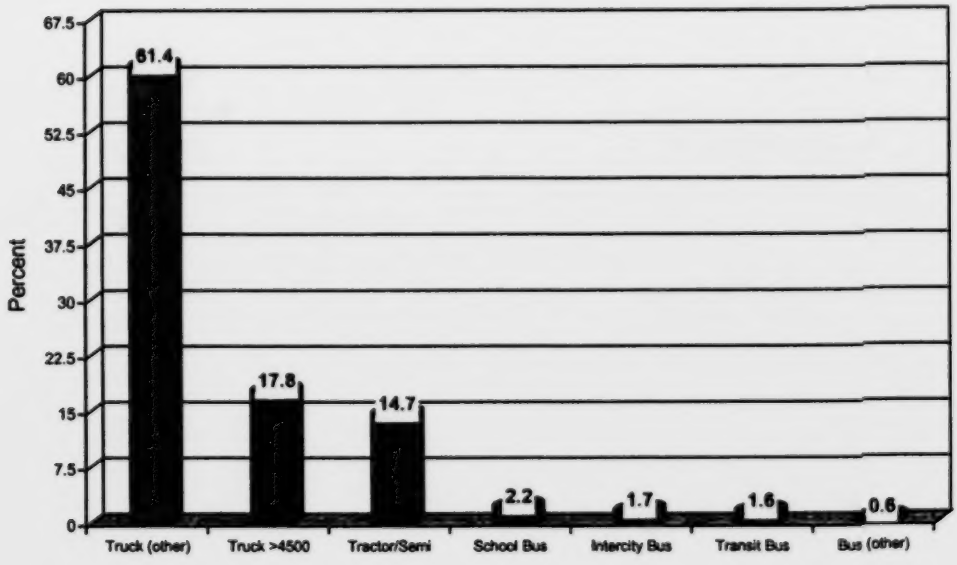
Those vehicles bearing a National Safety Code Number are entered onto the National Safety Code Collision Monitoring Report.

Commercial Vehicle Traffic Collisions[1] by NSC Commercial Vehicle Category and Collision Severity 2004

Vehicle Category	Collision Severity			Total	%
	Fatal	Injury	P. Damage		
Truck >4500 kg	3	147	602	752	17.8
Tractor/Semi	8	128	486	622	14.7
Truck (Other)	5	535	2050	2590	61.4
School Bus	1	16	74	91	2.2
Transit Bus	0	22	47	69	1.6
Intercity Bus	0	8	62	70	1.7
Bus (Other)	0	10	16	26	0.6
Total	17	866	3337	4220	100.0

[1]Chart presents the number of commercial vehicles involved in traffic accidents by NSC vehicle category.

Distribution of Total Commercial Vehicle Collisions by NSC Commercial Vehicle Category 2004



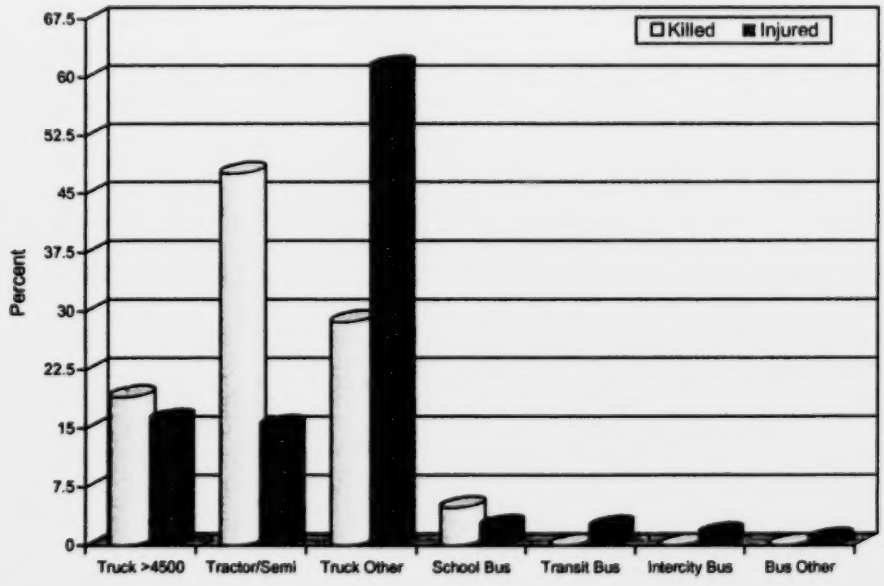
Commercial Vehicle Traffic Collision Victims[1] by NSC Commercial Vehicle Category and Injury Type 2004

Vehicle Category	Injury Type		Total	%
	Killed	Injured		
Truck >4500 kg	4	192	196	16.1
Tractor/Semi	10	183	193	15.9
Truck (Other)	6	734	740	60.9
School Bus	1	30	31	2.5
Transit Bus	0	28	28	2.3
Intercity Bus	0	18	18	1.5
Bus (Other)	0	10	10	0.8
Total	21	1195	1216	100.0

[1]Chart presents the number of people killed or injured when a commercial vehicle was involved in traffic accidents by NSC vehicle category.

Note: The majority of victims did not die in the NSC vehicle but were killed or injured as drivers or passengers in another type of vehicle (i. e. motor vehicle, bicyclist, motorcyclist etc)

Comparison of Commercial Vehicle Traffic Collision Victims by NSC Commercial Vehicle Category and Injury Type 2004



Commercial Vehicle Involvement in Traffic Collisions by Pre-Collision Activity and Collision Severity 2004

Pre-Collision Activity	Collision Severity			Total	%
	Fatal	Injury	P. Damage		
Going Straight Ahead	9	177	498	684	42.0
Turning Left	1	31	92	124	7.6
Turning Right	0	14	105	119	7.3
Making U Turn	0	0	3	3	0.2
Changing Lanes – Left	0	1	16	17	1.0
Changing Lanes – Right	0	5	25	30	1.8
Merging	0	1	6	7	0.4
Reversing	1	6	105	112	6.9
Overtaking	0	2	13	15	0.9
Slowing/Stopping on Roadway	1	12	20	33	2.0
Stopped in Traffic	0	24	67	91	5.6
Starting in Traffic	0	5	7	12	0.7
Leave Parking Position/Roadside	0	1	7	8	0.5
Enter Parking Position/Roadside	0	1	5	6	0.4
Parked Legally	0	4	67	71	4.4
Parked Illegally	0	0	2	2	0.1
Swerving	0	4	3	7	0.4
Not Applicable	0	43	246	289	17.8
Total	12	331	1287	1630	100.0

Of the total NSC vehicles involved in traffic collisions, 42.0% (684) were moving "straight ahead" when accident involvement occurred, 14.9% (243) were "turning left/right" and 6.9% (112) were "reversing".

Commercial Driver Involvement in Traffic Collisions by At-Fault Human Condition and Collision Severity 2004

Human Condition	Collision Severity			Total	%
	Fatal	Injury	P. Damage		
Apparently Normal	4	163	586	753	46.2
Blackout	0	1	1	2	0.1
Fell Asleep	1	0	3	4	0.2
Bad Eyesight	0	0	1	1	0.1
Sudden Illness	0	0	1	1	0.1
Had Been Drinking/Suspected Alcohol Use	0	1	0	1	0.1
Distraction/Inattention	3	17	39	59	3.6
Not Stated	4	149	656	809	49.6
Total	12	331	1287	1630	100.0

Of the total NSC drivers involved in collisions, 46.2% were cited as having no condition which affected the collision. Sixty-eight or (4.2%) of drivers had a known at-fault human condition; the leading conditions were "distraction / inattention" and "fell asleep".

Section 11

Off-Road Vehicle Collisions

INTRODUCTION TO SECTION 11

This section opens with a 10-year summary of the four main elements of traffic collisions involving off-road vehicles:

- the number of collisions;
- the number of victims killed or injured;
- the number of vehicles involved; and
- the number of drivers involved.

There are three accident severity types: fatal, injury, and property damage. A fatal traffic accident is a collision where an injured victim dies within 30 days. An off-road vehicle collision resulting in injury but not death is an injury collision. Property damage collisions resulting in property losses exceeding $1,000 must also be reported to a law enforcement agency.

The elements contained in this section include:

- total victims, vehicles, and drivers involved in off-road vehicle collisions by vehicle type;
- month, day, and time of collision;
- collision locations;
- breakdown of collision victims by age group, injury type, and gender;
- at-fault factors (driver actions and driver conditions); and
- driver involvement by age group and collision type.

It is important to note that the number of fatal or injured collisions is not an indicator of the number of fatal or injured victims as each collision can result in multiple victims.

Collision Summary
1995 – 2004

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Total Collisions	141	128	139	123	110	116	113	100	123	139
Fatal	11	7	12	10	8	9	9	4	7	7
Injury	84	84	87	64	76	64	72	62	80	81
Property Damage	46	37	40	49	26	43	32	34	36	51
Total Victims	114	110	127	94	104	89	99	91	109	107
Killed	11	8	15	10	8	10	10	5	7	7
Injured	103	102	112	84	96	79	89	86	102	100
Total Vehicles Involved	198	181	193	160	142	164	151	129	149	188
Fatal	16	8	21	13	9	17	13	8	8	9
Injury	110	118	116	83	99	85	95	73	92	111
Property Damage	72	55	56	64	34	62	43	48	49	68
Total Drivers Involved	192	174	181	159	139	163	141	127	148	188
Fatal	16	8	19	12	9	15	13	7	8	9
Injury	106	116	108	83	97	84	87	73	91	111
Property Damage	70	50	54	64	33	64	41	47	49	68

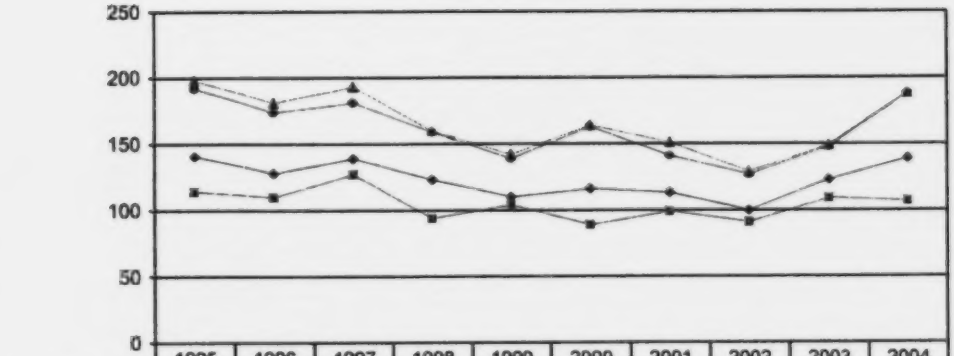
Total accidents increased by 13.0%, from 123 in 2003 to 139 in 2004. Fatal accidents remained unchanged at 7. Injury collisions (80 to 81) and property damage collisions (36 to 51) increased by 1.3% and 41.7% respectively.

The overall number of collision victims decreased by 1.8% from 109 in 2003 to 107 in 2004. The number of victims killed remained the same at 7. Victims injured decreased by 2.0% from 102 in 2003 to 100 in 2004.

There were a total of 188 vehicles involved in off-road vehicle collisions in 2004, 26.2% more than the 149 recorded in 2003 while the number of vehicles involved in fatal accidents rose from 8 to 9. Those involved in injury collisions increased by 20.6% from 92 in 2003 to 111 in 2004. Property damage vehicle involvement increased by 38.8% from 49 in 2003 to 68 in 2004.

The overall number of drivers involved in off-road vehicle collisions increased by 27.0% from 148 in 2003 to 188 in 2004. The number of drivers involved in fatal collisions increased from 8 in 2003 to 9 in 2004. Drivers involved in injury collisions increased by 22.0% from 91 in 2003 to 111 in 2004. Drivers involved in property damage collisions increased from 49 in 2003 to 68 in 2004, a 38.8% increase.

Comparison of Total Off-Road Vehicle Collisions by Collision Victims, Vehicle and Driver Involvement 1995 – 2004



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Collisions	141	128	139	123	110	116	113	100	123	139
Victims	114	110	127	94	104	89	99	91	109	107
Vehicles	198	181	193	160	142	164	151	129	149	188
Drivers	192	174	181	159	139	163	141	127	148	188

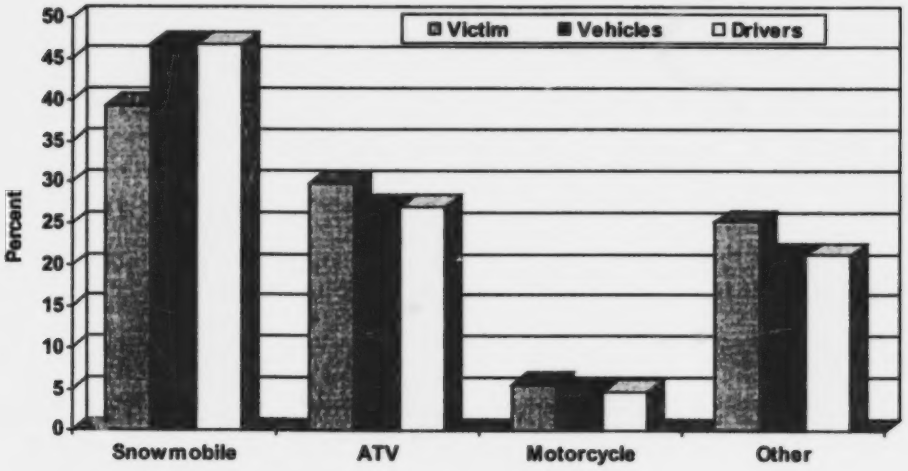
Collision Summary by Vehicle Involvement 2004

	Snowmobile	ATV[1]	Motorcycle	Other[2]	Total
Total Victims	42	32	6	27	107
Killed	2	2	1	2	7
Injured	40	30	5	25	100
Total Vehicles Involved	88	51	9	40	188
Fatal	2	2	2	3	9
Injury	54	30	6	21	111
Property Damage	32	19	1	16	68
Total Drivers Involved	88	51	9	40	188
Fatal	2	2	2	3	9
Injury	54	30	6	21	111
Property Damage	32	19	1	16	68

[1]ATV (All Terrain Vehicles) includes 3, 4 and 6 wheel types.
[2]Vehicles not registered as an off-road vehicle, including not stated category.

Snowmobiles accounted for 39.3% of all victims, 46.8% of all vehicles involved, and 46.8% of all drivers involved.

Distribution of Vehicle Type by Victims, Vehicles and Drivers 2004

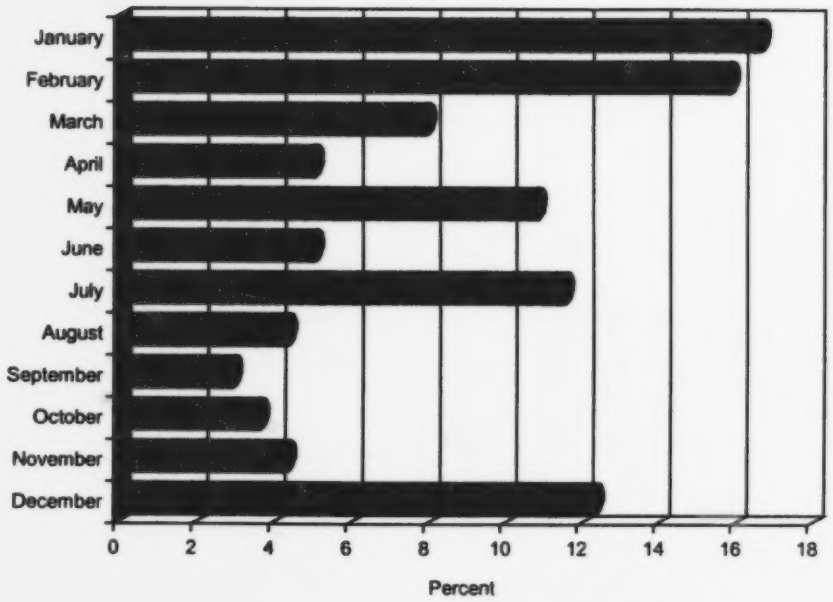


Collision Summary
By Month of Occurrence and Collision Severity
2004

Month	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
January	1	9	13	23	16.6
February	0	13	9	22	15.8
March	0	7	4	11	7.9
April	0	4	3	7	5.0
May	3	7	5	15	10.8
June	0	6	1	7	5.0
July	0	8	8	16	11.5
August	0	5	1	6	4.3
September	1	1	2	4	2.9
October	0	5	0	5	3.6
November	1	4	1	6	4.3
December	1	12	4	17	12.3
Total	7	81	51	139	100.0

Of 139 off-road vehicle collisions, 23 occurred in January, 22 in February and 17 in December. Three of seven fatal collisions occurred in May. The greatest number of injury collisions occurred in February.

Distribution of Total Off-Road Vehicle Collisions
by Month of Occurrence
2004

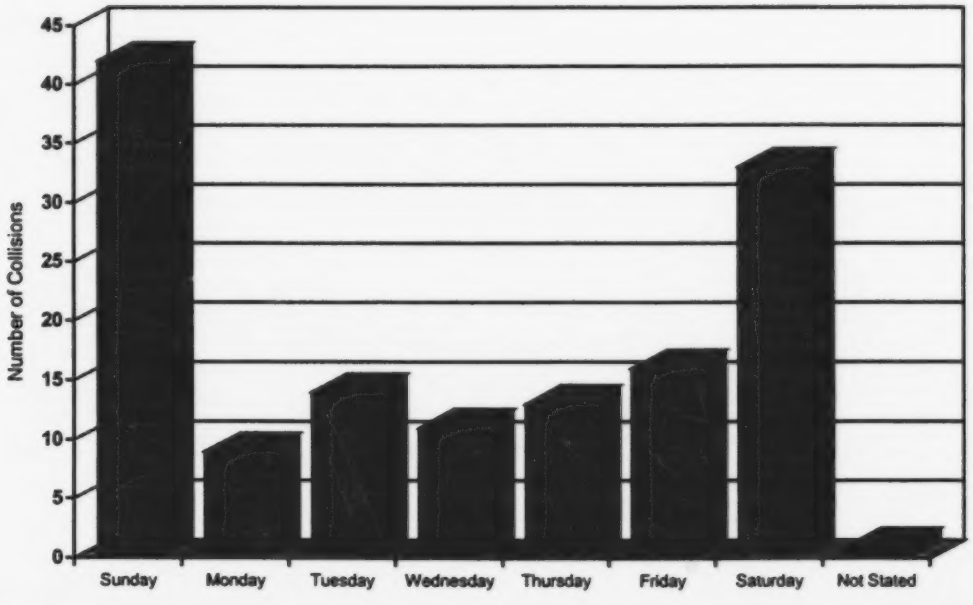


Collision Summary
By Day of Occurrence and Collision Severity
2004

Day	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Sunday	2	27	13	42	30.2
Monday	0	5	4	9	6.5
Tuesday	1	7	6	14	10.1
Wednesday	0	6	5	11	7.9
Thursday	2	8	3	13	9.4
Friday	1	5	10	16	11.5
Saturday	1	22	10	33	23.7
Not Stated	0	1	0	1	0.7
Total	7	81	51	139	100.0

Two fatal collisions occurred on each of the days Sunday and Thursday and one each on Tuesday, Friday and Saturday. Off-road injury collisions happened most often on Sunday (27) and Saturday (22), while these crashes occurred least often on Monday and Friday (5 each).

Total Off-Road Vehicle Collisions
by Day of Occurrence
2004

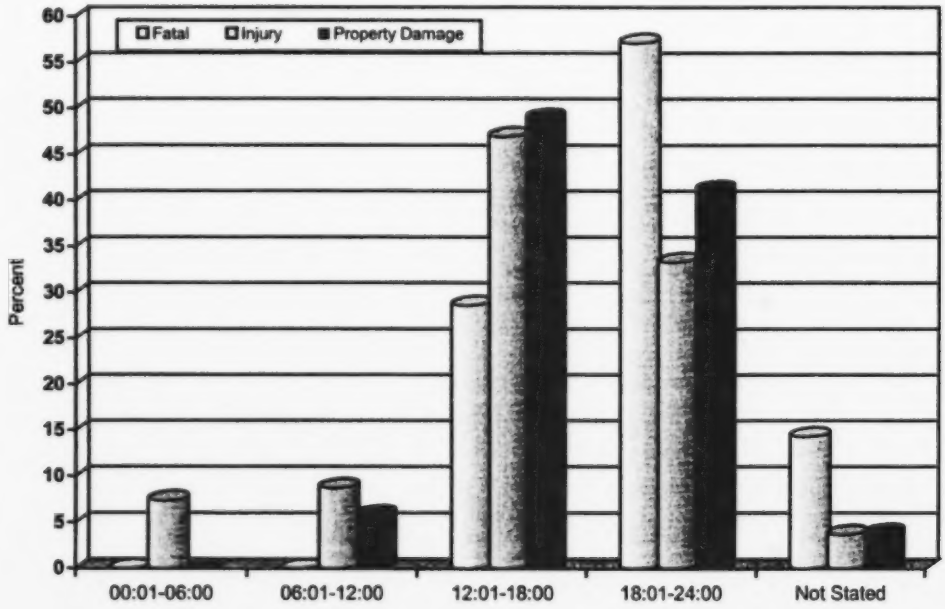


Collision Summary
By Time of Occurrence and Collision Severity
2004

Time	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
00:01 – 06:00	0	6	0	6	4.3
06:01 – 12:00	0	7	3	10	7.2
12:01 – 18:00	2	38	25	65	46.8
18:01 – 24:00	4	27	21	52	37.4
Not Stated	1	3	2	6	4.3
Total	7	81	51	139	100.0

The primary periods for off-road vehicle collisions were between 12:01 – 18:00 at 46.8%. Most fatal collisions occurred between 18:01 – 24:00, while injury and property damage occurred most often in the afternoon time frame (12:01 – 18:00).

Comparison of Total Off-Road Vehicle Collisions
by Time of Occurrence and Collision Severity
2004

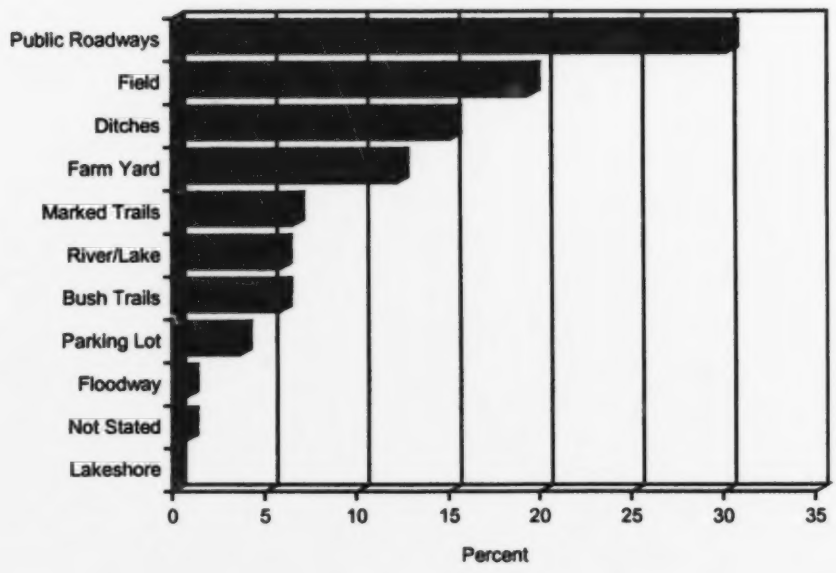


Collision Summary
By Location and Collision Severity
2004

Location	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Public Roadway	4	26	12	42	30.2
Ditches	1	13	7	21	15.1
River/Lake	0	2	6	8	5.8
Field	0	17	10	27	19.4
Bush Trails/Winter Road	0	4	4	8	5.8
Farm Yard/Private Property	1	12	4	17	12.2
Marked/Groom Trails	0	3	6	9	6.5
Parking Lot	0	3	2	5	3.6
Lakeshore	0	0	0	0	0.0
Floodway/Diversion	0	1	0	1	0.7
Not Stated	1	0	0	1	0.7
Total	7	81	51	139	100.0

"Public roadways" accounted for 57.1% of fatal off-road vehicle crashes, 32.1% for injury and 23.5% for property damage. Following "public roadways", "fields" (19.4%), "ditches" (15.1%) and "farmyard" (12.2%) were the most often identified locations of off-road vehicle collisions.

Distribution of Total Off-Road Vehicle Collisions
by Collision Location
2004



Off-Road Vehicle Collision Victims by Age Group, Injury Type, and Sex 2004

Age Group	Injury Type						Total Victims
	Killed			Injured			
	Male	Female	Total	Male	Female	Total	
0-4	0	0	0	2	0	2	2
5-9	0	0	0	3	0	3	3
10-14	0	0	0	6	1	7	7
15-19	0	0	0	18	5	23	23
20-24	0	0	0	10	6	16	16
25-34	2	0	2	16	1	17	19
35-44	4	0	4	15	2	17	21
45-54	0	0	0	6	1	7	7
55-64	0	0	0	3	0	3	3
65>	1	0	1	1	1	2	3
Not Stated	0	0	0	1	2	3	3
Total	7	0	7	81	19	100	107

Male victims made up 82.2% (88) of all persons killed or injured, whereas females made up 17.8% (19). Of 107 victims, the 15-19 age group accounted for the highest percentage, at 21.5% (23). They were followed by the age group 35-44, at 19.6% (21).

Off-Road Vehicle Collision Victims by Safety Equipment and Injury Type 2004

Safety Equipment	Injury Type		Total Victims
	Killed	Injured	
Safety Helmet Worn	2	50	52
Safety Helmet Not Worn	2	20	22
Not Stated	2	20	22
Not Applicable[1]	1	10	11
Total	7	100	107

[1]Does not apply to victims who were not driver/occupants of off-road vehicles

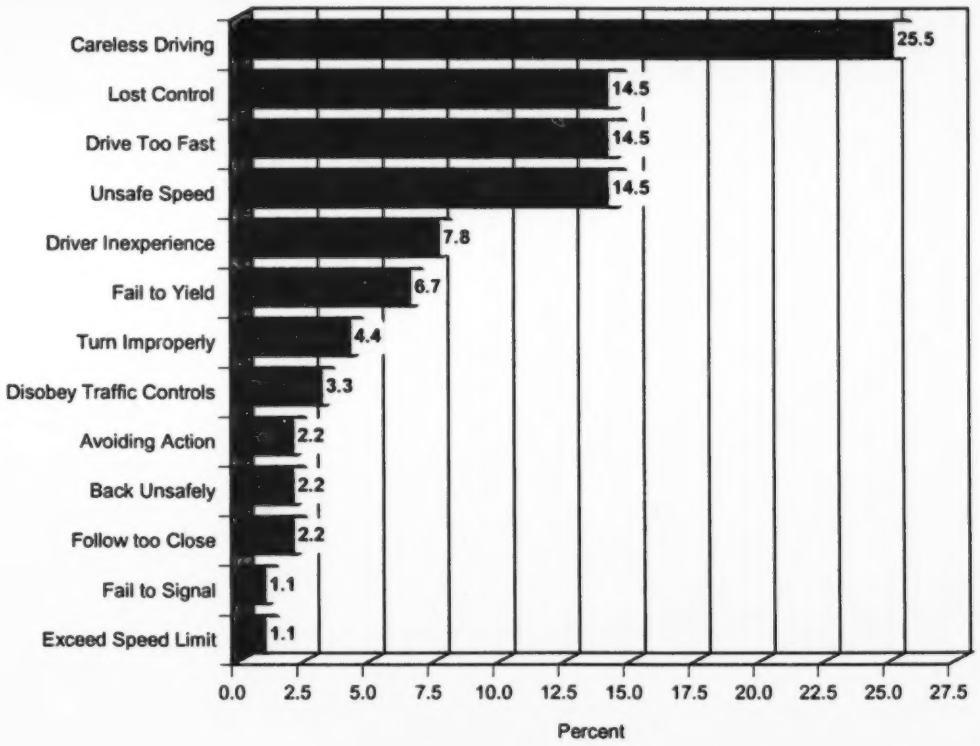
Of the total number of off-road vehicle collision victims, 20.6% (22) were reported as not wearing a safety helmet at time of collision occurrence while 48.6% (52) were reported as wearing a safety helmet.

Driver Involvement
by Driver Action and Collision Severity
2004

Driver Action	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Drive Properly [1]	3	47	38	88	46.8
Follow Too Closely	0	2	0	2	1.1
Turn Improperly	0	4	0	4	2.1
Exceed Speed Limit	0	1	0	1	0.5
Drive Too Fast For Conditions	1	6	6	13	6.9
Unsafe Operating Speed	2	9	2	13	6.9
Fail to Yield	0	4	2	6	3.2
Disobey Traffic Control	0	1	2	3	1.6
Back Unsafely	0	0	2	2	1.1
Careless Driving	1	14	8	23	12.3
Fail to Signal	1	0	0	1	0.5
Lost Control/Drive off Roadway	0	10	3	13	6.9
Take Avoiding Action	0	2	0	2	1.1
Driver Inexperience	0	7	0	7	3.7
Not Stated	1	4	5	10	5.3
Total	9	111	68	188	100.0

[1] No apparent improper driving action.

Comparison of At-Fault Driver Actions
in Off-Road Vehicle Collisions
2004



At-fault driver actions accounted for 90 (49.7%) of all driver actions resulting in off-road vehicle collisions. Of these at-fault driving actions, "careless driving" (25.5%), "drive too fast for conditions" (14.5%), "lost control" (14.5%), and "unsafe speed" (14.5%) were the most frequently identified driver actions contributing to off-road vehicle collisions.

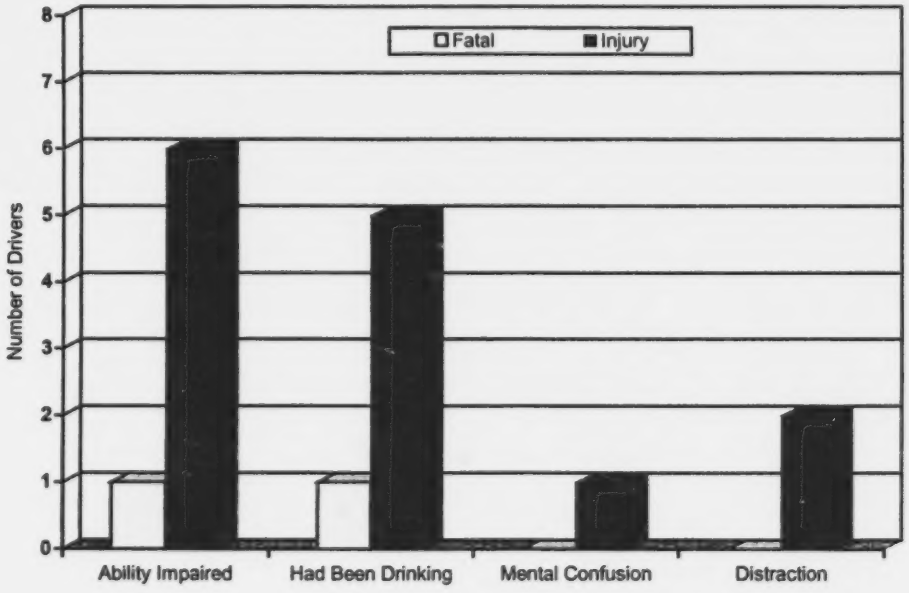
Driver Involvement
by At-Fault Human Condition Factors and Collision Severity
2004

Human Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Apparently Normal	7	93	58	158	84.1
Mental Confusion	0	1	1	2	1.1
Ability Impaired by Alcohol	1	6	3	10	5.3
Ability Impaired by Drugs	0	0	1	1	0.5
Had Been Drinking/Suspected Alcohol Use[1]	1	5	0	6	3.2
Distraction/Inattention	0	2	2	4	2.1
Not Stated	0	4	3	7	3.7
Total	9	111	68	188	100.0

[1] These statistics are understated and represent only those collisions where alcohol involvement was apparent.

Of the 188 drivers involved in off-road vehicle collisions, 23 or 12.2% were known to have at-fault human condition factors. Of the 9 drivers involved in fatal off-road vehicle collisions, 2 were known to have at-fault human condition factors. Overall, "ability impaired by alcohol", "had been/suspected alcohol use", and "distraction" were reported as the most common at-fault human condition factors.

Comparison of At-Fault Human Condition Factors
by Fatal and Injury Collision Severity
2004

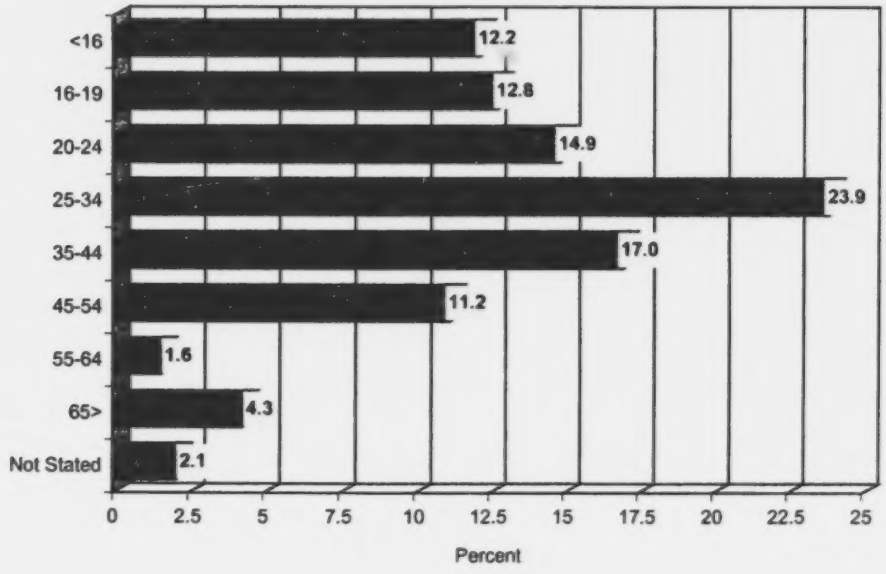


Driver Involvement
by Age Group and Collision Severity
2004

Age Group	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
<16	0	16	7	23	12.2
16-19	1	17	6	24	12.8
20-24	0	13	15	28	14.9
25-34	2	25	18	45	23.9
35-44	4	19	9	32	17.0
45-54	0	13	8	21	11.2
55-64	0	3	0	3	1.6
65>	2	4	2	8	4.3
Not Stated	0	1	3	4	2.1
Total	9	111	68	188	100.0

Of the total number of drivers involved in off-road vehicle collisions, 23.9% were aged 25-34, 17.0% were 35-44, and 14.9% were 20-24.

Distribution of Total Driver Involvement in Off-Road Vehicle Collisions
by Age Group
2004



Section 12

Alcohol-Related Criminal Code Offences

INTRODUCTION TO SECTION 12

This section indicates the number of drivers convicted of alcohol-related Criminal Code offences in three date configurations: 1987-2003 (inclusive), 1986, 1990 and 2003, and, finally, 2003 alone.

This report details drivers convicted of first, second and third offences focussing on alcohol content over .08, impaired driving, and refusing to provide a blood or breath sample. It also notes whether or not the driver's offence resulted in a collision. Drivers are divided by age group and offence type.

Total Alcohol-Related Criminal Code Offences by Accident/No Accident Involvement 1987 – 2003[1]

Year	Alcohol Content Over .08		Impaired Driving				Refuse Sample		Total
	253-B		253-A		255-2	255.3	254-5		
	No Accident	With Accident	No Accident	With Accident	Injury	Death	No Accident	With Accident	
1987	3699	580	503	120	29	2	563	108	5604
1988	3395	535	467	146	33	2	559	115	5252
1989	3392	494	370	110	33	6	484	95	4984
1990	3276	421	332	73	28	2	411	73	4616
1991	3339	373	321	52	44	2	398	62	4591
1992	2683	335	269	55	41	3	321	45	3752
1993	2210	308	282	52	29	3	274	59	3217
1994	2208	308	344	61	34	2	292	70	3319
1995	2298	180	366	39	25	3	227	37	3175
1996	2133	134	303	31	24	0	227	23	2875
1997	2378	141	338	28	37	3	250	27	3202
1998	2413	74	377	27	36	1	274	17	3219
1999	2400	60	423	18	29	3	309	11	3253
2000	1945	14	488	5	34	4	241	4	2735
2001	1780	3	568	6	35	2	185	1	2580
2002	1649	6	607	4	20	4	143	0	2433
2003	1463	1	565	2	19	3	144	0	2197
% Change 02-03	-11.3	[1]	-6.9	[1]	[1]	[1]	0.7	[1]	-9.7

**Driver and Vehicle Licencing's alcohol-related Criminal Code conviction statistics collection is structured to accommodate a "two year" updating period; as a result, there is a delay in reporting alcohol-related statistics.*

[1]Percentage change statistics not calculated due to low frequency count.

Overall, there has been a 60.8% decrease in the number of alcohol-related Criminal Code offences between 1987 and 2003, 5,640 to 2,197 respectively. The decrease may reflect the relative effectiveness of countermeasures adopted in the mid to late 1980s. There was a steady decline in convictions until 1994. After a stable period between 1997 and 1999, the decline continued through to 2003.

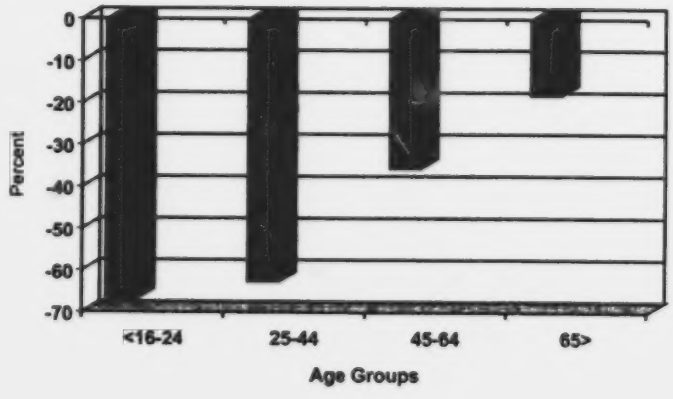
Total Alcohol-Related Criminal Code Offences [1] by Age Group 1987 – 2003

	<16	16-17	18-20	21-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75>	Total
1987	12	169	784	1093	1061	801	541	441	254	179	125	84	38	14	8	5604
1988	6	156	654	945	1066	745	552	416	271	174	130	83	38	12	4	5252
1989	9	124	622	909	983	755	516	392	242	163	133	65	46	19	6	4984
1990	10	119	583	744	940	704	538	341	223	179	92	73	46	19	5	4616
1991	12	104	520	709	923	728	527	389	240	176	110	71	47	26	9	4591
1992	4	86	426	606	667	624	431	365	206	129	83	62	42	13	8	3752
1993	7	64	286	494	584	543	402	292	194	146	79	67	31	22	6	3217
1994	5	49	363	473	553	566	435	288	205	138	88	86	42	24	4	3319
1995	3	82	364	471	518	547	422	278	177	111	86	59	33	11	13	3175
1996	7	66	366	388	447	394	387	267	208	151	71	66	32	10	15	2875
1997	7	105	430	495	451	440	440	302	201	130	78	50	44	18	11	3202
1998	7	109	349	448	495	459	455	306	227	163	82	49	39	25	6	3219
1999	13	81	412	504	484	445	429	330	248	151	56	46	28	15	11	3253
2000	12	75	345	430	396	368	354	298	198	102	66	42	23	14	12	2735
2001	11	91	357	379	384	334	322	259	177	128	54	44	22	15	3	2580
2002	11	85	333	338	359	309	277	282	175	102	78	39	24	10	11	2433
2003	7	65	300	308	317	269	237	233	178	109	81	44	26	14	9	2197
% Change 87-03	[2]	-61.5	-61.7	-71.8	-70.1	-66.4	-56.2	-47.2	-29.9	-39.1	[2]	[2]	[2]	[2]	[2]	-60.8

[1] Includes alcohol content over .08, impaired driving causing injury and/or death, and refuse sample.
[2] Percentage change statistics not calculated due to low frequency count.

Between 1987 and 2003, the number of alcohol related Criminal Code offences declined by 60.8% from 5,604 to 2,197. All age groups between 16 and 69 recorded declines in total alcohol-related Criminal Code offences between 1987 and 2003. The most substantial declines occurred among drivers aged 21-24, 25-29, and 30-34, amounting to 71.8%, 70.1%, and 66.4% respectively.

Comparison of Percentage Change Statistics by Selected Age Group 1987 - 2003



Alcohol-Related Criminal Code Offences by Licenced Drivers and Age Group 1986*, 1990* and 2003

Age Group	1986			1990			2003		
	# Alcohol Offences	% Total Alcohol Offences	% Licenced Drivers	# Alcohol Offences	% Total Alcohol Offences	% Licenced Drivers	# Alcohol Offences	% Total Alcohol Offences	% Licenced Drivers
<16-24[1]	2090	37.0	19.1	1456	31.5	16.3	680	31.0	14.4
25-44	2837	50.2	45.6	2523	54.6	46.4	1056	48.1	37.1
45-64	661	11.7	24.4	567	12.3	25.0	412	18.7	33.4
65>	63	1.1	10.9	70	1.6	12.3	49	2.2	15.1
Total	5651	100.0	100.0	4616	100.0	100.0	2197	100.0	100.0

** Years chosen to reflect changes to the Criminal Code penalties and the introduction of Manitoba's countermeasure program.*
1. Includes statistics for individuals under the age of 16 convicted of an alcohol-related Criminal Code offence, but who were not licenced at the time of offence.

The percentage of alcohol-related Criminal Code offences accounted for by drivers under age 25 is consistently double their segment of the licensed driver population. The percentage of total offences held by drivers aged 25-44 is nearly 30% higher than their segment of the licensed driver population while for drivers aged 45-64 it's 44% below their percentage of licensed drivers.

Licensed drivers up to the age of 24 consistently record the highest rate of Criminal Code alcohol offences with their percentage of total alcohol offences exceeding their segment of licensed drivers by factors of 1.9 in 1986 and 1990 and 2.2 in 2003.

Drivers between the ages of 25 to 44 years continue to record the highest number of alcohol-related Criminal Code offences but since their segment of licensed drivers is also high; their rate of involvement is lower than that of drivers under age 25. Their percentage of total alcohol offences exceeded their share of licensed drivers by more modest factors of 1.1 in 1986, 1.2 in 1990, and 1.3 in 2003.

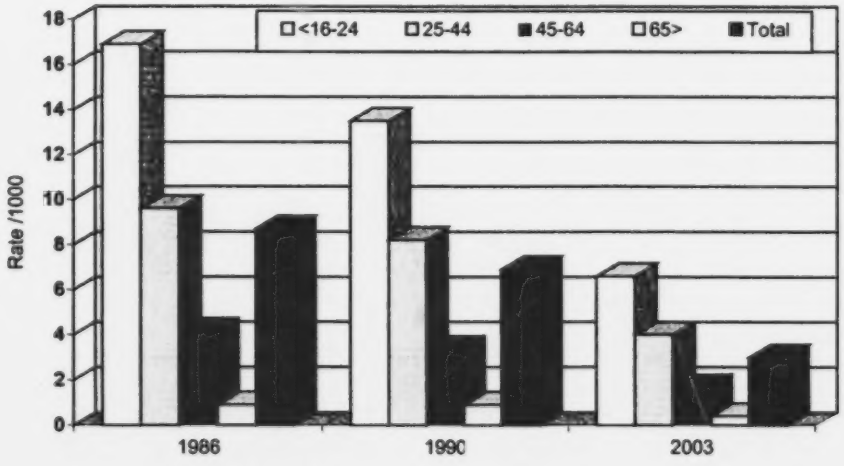
Indicative of their substantially lower alcohol involvement, the percentage of drivers aged 45-64 exceeded their segment of alcohol offences by factors of 2.1 in 1986, 2.0 in 1990, and 1.8 in 2003. Similarly, the percentage of drivers aged 65+ exceeded their segment of alcohol offences by factors of 9.9 in 1986, 7.7 in 1990, and 6.9 in 2003.

Driver Involvement in Total Alcohol-Related Criminal Code Offences by Age Group 1986, 1990 and 2003

Age Group	1986			1990			2003		
	Alcohol [1] Convictions	Licenced Drivers	Rate /1000	Alcohol Convictions	Licenced Drivers	Rate /1000	Alcohol Convictions	Licenced Drivers	Rate /1000
<16-24	2090	123707	16.9	1456	108060	13.5	680	103481	6.6
25-44	2837	294105	9.6	2523	308301	8.2	1056	266979	4.0
45-64	661	157412	4.2	567	166000	3.4	412	240676	1.7
65>	63	70251	0.9	70	82203	0.9	49	108963	0.4
Total	5651	645475	8.7	4616	664564	6.9	2197	720099	3.0

[1] *For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licensed driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.*

Comparison of Relative Involvement Rate /1000 by Age Group 1986, 1990 and 2003



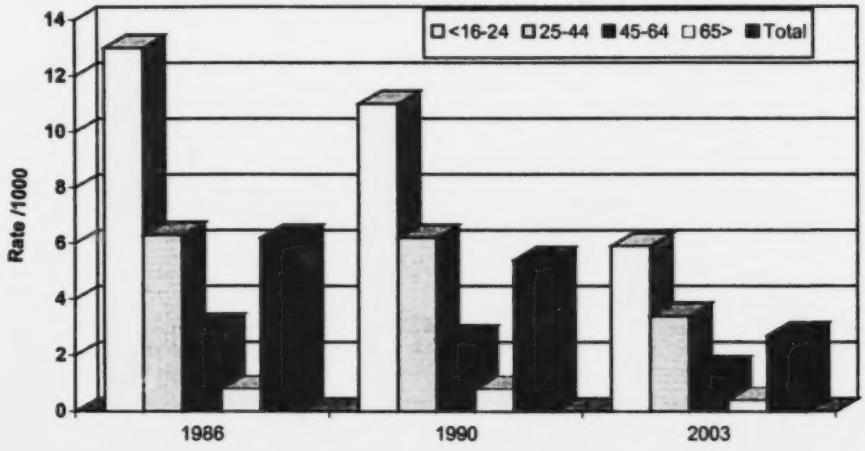
- For the period examined, drivers convicted of alcohol related offences decreased by 61.1% from 5,651 in 1986 to 2,197 in 2003. The driver involvement rate declined by 65.5%, from 8.7/1,000 to 3.0/1,000.
- For every 1,000 licensed drivers aged up to 24, there were 16.9, 13.5 and 6.6 drivers who had committed an alcohol-related Criminal Code offence for each respective year. The 2003 rate for this age group was 60.9% below the 1986 rate.
- The rates for young drivers were about 40% higher than the rates for drivers aged 25-44, 9.6, 8.2, and 4.0, and 75% higher than for drivers aged 45-64, at 4.2, 3.4 and 1.7.
- The 65 and older drivers had the lowest rate of involvement per 1,000 drivers, 0.9 in both 1986 and 1990 and 0.4 in 2003.

Driver Involvement in First Occurrence Alcohol-Related Criminal Code Offences by Age Group 1986, 1990 and 2003

Age Group	1986			1990			2003		
	Alcohol [1] Convictions	Licenced Drivers	Rate /1000	Alcohol Convictions	Licenced Drivers	Rate /1000	Alcohol Convictions	Licenced Drivers	Rate /1000
<16-24	1606	123707	13.0	1185	108060	11.0	612	103481	5.9
25-44	1874	294105	6.3	1917	308301	6.2	903	266979	3.4
45-64	476	157412	3.0	436	166000	2.6	370	240676	1.5
65>	57	70251	0.8	63	82203	0.8	49	108963	0.4
Total	4013	645475	6.2	3601	664564	5.4	1934	720099	2.7

[1] *For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licenced driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.*

Comparison of First Occurrence Relative Involvement Rate /1000 by Age Group 1986, 1990 and 2003



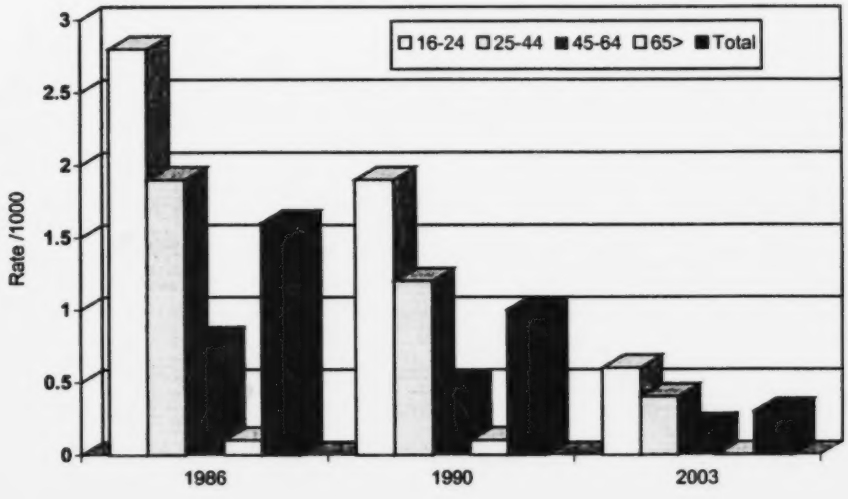
- The number of drivers convicted of first offence alcohol-related convictions decreased by 51.8% from 4,013 in 1986 to 1,934 in 2003.
- Comparing the numbers for 1986 and 2003, there was a 61.9% drop for the <16-24 group, 51.8% decrease for the 25-44 group, 22.3% decrease for the 45-64 age group, and a 14.0% decrease for the 65+ age group.
- For every 1,000 licensed drivers within the age range of <16-24, there were 13.0, 11.0 and 5.9 drivers who committed an alcohol-related offence in each respective year. While the relative involvement rate for these young drivers was more than double the rate for 25-44 year old drivers (13.0 versus 6.3) in 1986 their relative involvement rate later fell to levels about 43% higher than 25-44 year old drivers in 1990 (11.0 versus 6.2) and 25.4% higher in 2003 (5.9 versus 3.4). However, the rate for young drivers has consistently been about four times higher than for drivers aged 45-64 (3.0, 2.6 and 1.5). The 65 and older drivers have the lowest rate of involvement per 1,000 drivers, 0.8 in both 1986 and 1990, and 0.4 in 2003.

Driver Involvement in Second Occurrence Alcohol-Related Criminal Code Offences by Age Group 1986, 1990 and 2003

Age Group	1986			1990			2003		
	Alcohol [1] Convictions	Licenced Drivers	Rate /1000	Alcohol Convictions	Licenced Drivers	Rate /1000	Alcohol Convictions	Licenced Drivers	Rate /1000
<16-24	350	123707	2.8	204	108060	1.9	60	103481	0.6
25-44	551	294105	1.9	373	308301	1.2	112	266979	0.4
45-64	121	157412	0.8	88	166000	0.5	37	240676	0.2
65>	4	70251	0.1	6	82203	0.1	0	108963	0.0
Total	1026	645475	1.6	671	664564	1.0	209	720099	0.3

[1] *For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licensed driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.*

Comparison of Second Occurrence Relative Involvement Rate /1000 by Age Group 1986, 1990 and 2003



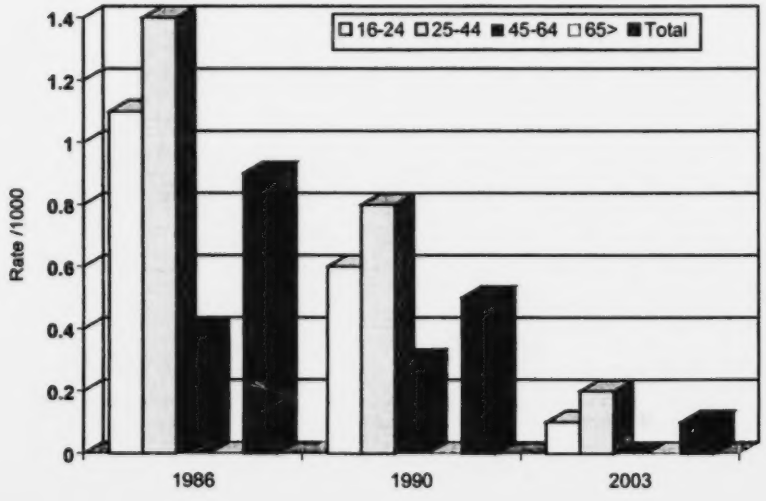
- Overall, the total number of drivers convicted of second offence alcohol-related Criminal Code offences decreased by 79.6% from 1,026 in 1986 to 209 in 2003.
- The number of drivers in the highest involved age group <16-24 dropped 82.9% from 350 in 1986 to 60 in 2003. Similarly, the second ranked age group 25-44 recorded a 79.7% decrease from 551 in 1986 to 112 in 2003.
- Drivers over the age of 65 maintained a relative involvement rate of 0.1 per 1,000 drivers for 1986 and 1990 and zero rate in 2003.

Driver Involvement in Third and Subsequent Occurrence Alcohol-Related Criminal Code Offences by Selected Age Group 1986, 1990 and 2003

Age Group	1986			1990			2003		
	Alcohol [1] Convictions	Licenced Drivers	Rate /1000	Alcohol Convictions	Licenced Drivers	Rate /1000	Alcohol Convictions	Licenced Drivers	Rate /1000
<16-24	134	123707	1.1	67	108060	0.6	8	103481	0.1
25-44	412	294105	1.4	233	308301	0.8	41	266979	0.2
45-64	64	157412	0.4	43	166000	0.3	5	240676	-.-
65>	2	70251	-.-	1	82203	-.-	0	108963	0.0
Total	612	645475	0.9	344	664564	0.5	54	720099	0.1

[1] *For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licensed driver, although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.*

Comparison of Third and Subsequent Occurrence Relative Involvement Rate /1000 by Selected Age Group 1986, 1990 and 2003



- The total number of drivers convicted of third and subsequent occurrence alcohol-related Criminal Code offences decreased by 91.2% from 612 in 1986 to 54 in 2003.
- Drivers in the age group 25-44 recorded the highest involvement rate. However, the number involved declined by 90.0% from 412 in 1986 to 41 in 2003. The <16-24 age group, which had the second highest involvement rate, decreased by 94.0% from 134 to 8.
- The 45-64 age group decreased its alcohol involvement by 92.2% from 64 in 1986 to 5 in 2003.

Total Alcohol-Related Criminal Code Offences by Age Group and Conviction Type 2003*

Age Group	Alcohol Content Over .08		Impaired Driving				Refuse Sample		Total
	253-B		253-A		255-2	255-3	254-5		
	No Accident	With Accident	No Accident	With Accident	Injury	Death	No Accident	With Accident	
<16	4	0	1	0	1	0	1	0	7
16-17	45	0	14	0	0	0	6	0	65
18-20	207	1	65	0	8	3	16	0	300
21-24	215	0	79	1	1	0	12	0	308
25-29	220	0	73	0	3	0	21	0	317
30-34	161	0	87	0	1	0	20	0	269
35-39	145	0	67	0	3	0	22	0	237
40-44	157	0	59	0	1	0	16	0	233
45-49	114	0	48	1	0	0	15	0	178
50-54	73	0	27	0	1	0	8	0	109
55-59	50	0	26	0	0	0	5	0	81
60-64	33	0	9	0	0	0	2	0	44
65-69	19	0	7	0	0	0	0	0	26
70-74	12	0	2	0	0	0	0	0	14
75>	8	0	1	0	0	0	0	0	9
Total	1463	1	565	2	19	3	144	0	2197

** Driver and Vehicle Licencing's alcohol statistics collection is structured to accommodate a "two year" updating period due to a potential backlog in the court process. Consequently, there is a one-year delay in reporting alcohol statistics.*

Glossary

Ability Impaired by Alcohol	Driver had consumed a sufficient quantity of alcohol to impair their physical/mental condition.
Ability Impaired by Drugs	Driver had used a controlled substance and was legally impaired in the judgement of a law enforcement officer.
Accident	Refer to collision.
All-terrain Vehicle	An off-road vehicle which operates on three or more low pressure tires, has a seat designed to be straddled by the operator, and has handle bars for steering the vehicle.
Antique Vehicle	A car, truck or motorcycle that is more than thirty years old at the time of application for registration. A motor vehicle registered as an antique car, truck or motorcycle can be driven only when: a. taking it to be repaired or serviced; b. displaying it to the public in a parade or procession and driving it to or from such a parade or procession, c. driving it in an antique car, truck or motorcycle rally as authorized by the Registrar of Motor Vehicles.
Collision	A reportable motor vehicle collision is one that results in a fatality, injury and/or total property damage exceeding $1,000.00.
Commercial Truck	A truck (or trailer) used to transport the registered owner's (or lessee's) own business goods: a. beyond a radius of 20 kilometres of the City of Winnipeg, where the registered owner's business address is in the City of Winnipeg, b. beyond a radius of 30 kilometres of a city, town or village other than the City of Winnipeg, where the registered owner's address is not in the City of Winnipeg.
Contributing Factors	Those events or circumstances that directly contribute to a traffic collision: Driver Action: Used to determine if the actions performed immediately prior to the collision may have been a factor in causing the collision.

Contributing Factors con't	Those events or circumstances that directly contribute to a traffic collision: Human Condition: Used to determine if a driver's medical condition may have been a major factor in contributing to collision causation. Vehicle Condition: Used to determine if a vehicle has a mechanical defect that may have been a factor in collision causation. Environmental Condition: Used to determine if environmental factors are in some way responsible for the collision.
Dealer	A recognized person who in the course of his business buys, sells, exchanges, advertises, exhibits or offers for sale, or acts as a broker of, or commission agent in respect of new or used vehicles of a type required to be registered under *The Highway Traffic Act* and/or *The Taxicab Act*, and as such, is allowed to purchase for their own use dealer licence plates that can be affixed to a motor vehicle under their care.
Driverless Vehicle/ Ran Out of Control	Includes improperly parked vehicles, vehicles set in motion by failure of parking brakes, vandalism, etc., without a driver in control. Includes cases where young children start and/or attempt to operate vehicles.
Farm Truck	A motor vehicle classified as a "truck" at time of registration and is owned by a person engaged in farming.
Fatal Collision	A motor vehicle collision which results in death to one or more individuals within 30 days of the collision.
Had Been Drinking/ Suspected Alcohol Use	Driver had consumed alcohol, but his/her physical condition was not legally impaired or tested for legal impairment.
Hydroplaning of tires	Refers to water on the roadway. The contact between the vehicle's tires and the roadway surface was eliminated.

Injury Collision	A motor vehicle collision which results in non-fatal injury to one or more individuals.
Livery	A vehicle licenced under *The Highway Traffic Act* for the transportation of persons for compensation and is licenced to operate in the Province according to terms issued by the Motor Transport Board.
Moped	A motor vehicle which: a. has 2 tandem wheels or 3 wheels, each of which is more than 250 millimetres in diameter, b. has a seat or saddle having a minimum unladen height of 650 millimetres, when measured from the ground level to the top of the forward most part of the saddle, c. is capable of being driven at all times by pedals only if so equipped, by motor only or by both pedals and motor, and d. the motor has a piston displacement of not more than 50 cubic centimetres, or is an electric motor neither of which is capable of enabling the moped to attain a speed greater than 50 km/h.
Motorcycle	A motor vehicle, other than a tractor which: a. is designed to travel on not more than three wheels in contact with the ground, and b. has a seat or saddle for the use of the rider sitting astride thereof and is capable of attaining a speed of 50 km/h or more, c. and includes a bicycle with a motor attached by which it is driven, a motor scooter.
Not Stated	Reporting document does not contain the necessary information for a particular category.
Off-Road Vehicle (ORV)	Included in this category are the following: snowmobiles, off-road vehicle motorcycles, all-terrain vehicles, amphibious vehicles, dune/sport buggy and 4 wheel drive vehicles operated off-road.
Passenger Vehicle	A motor vehicle classified by the manufacturer as a passenger car or which is designed, constructed or adapted for the principle purpose of transporting passengers and includes a delivery car, but does not include a motorcycle, moped or motor vehicle which is designed, constructed or adapted for the purpose of carrying goods or commodities.
Property Damage Collision	A motor vehicle collision in which damage to vehicle and/or property was $1,000.00 or more, and which did not result in death or injury.

Public Service Vehicle (PSV)	A motor vehicle or trailer operated by or on behalf of any person, for transportation for gain or compensation of persons or property upon a highway, and includes a semi-trailer truck; but does not include the passenger-carrying-motor vehicles of an electric, or steam railway or motor bus company operating on the streets of a city, or school buses, ambulances or hearses or motor vehicle operated for gain or compensation under *The Taxicab Act* or a municipal by-law in cities, towns, and villages.
Repairer	A person who maintains a garage for the purpose of rendering services therein upon motor vehicles and/or trailers, at a charge, price or consideration; or who owns and operates a fleet of five or more motor vehicles or trailers; or both, and maintains a facility for their repair, is permitted under *The Highway Traffic Act* to obtain "Repairer" licence plates to be used to transport motor vehicles for repair from place of origin to the repair facility and return, and the testing of the motor vehicle after the repair work has been completed.
Rural Collision	A collision occurring on the provincial highway system where the posted legal speed limit is 90 or 100 km/h.
Safety Equipment	Seatbelts, safety helmets and child restraints.
Snowmobile Collision	A snowmobile collision which results in death, injury and/or total property damage of $1,000.00 or more.
Snow Vehicle	A vehicle that has a gross vehicle weight in exceeding 454 kilograms and a. is not equipped with wheels, but in place thereof is equipped with tractor treads alone or with tractor treads and skis, or with skis and a propeller, or is a toboggan equipped with tractor treads or a propeller, b. is designed primarily for operating over snow or ice, and is used primarily for that purpose, and c. is designed to be self-propelled.

Taxicab	A motor vehicle had, kept, used, intended for use, or operated, for the transportation of persons for compensation, and includes such vehicles when garaged or under repair; but does not include a. a public service vehicle, b. a trolley bus or passenger-carrying motor vehicle or a public transportation system operating on the streets of a city, c. a school bus, d. an ambulance, e. a hearse, or f. a motor vehicle, or vehicle of a class of motor vehicles, that The Taxicab Board established under *The Taxicab* Act excludes from the definition of a taxicab under that Act.
Tractor	A self-propelled vehicle that is designed primarily for traction purposes, and that is not itself constructed to carry a load other than the driver, and includes a farm tractor but does not include a truck tractor or a special mobile machine.
Trailer	A vehicle designed for carrying persons or chattels, and for being towed by a motor vehicle, and includes a farm trailer but does not include an implement of husbandry that is temporarily towed, propelled, or moved upon a highway.
Truck	A motor vehicle or semi-trailer truck that is not a delivery car and that is constructed or adapted to carry goods, wares, and merchandise, freight or commodities, but not passengers or luggage.
U-Drive (Drive Yourself Vehicle)	A motor vehicle or trailer, kept for hire, that may be hired or rented without a drivers by the hour, day, week or longer but for which a single rental period is less than 30 days.
Urban Collision	A collision occurring on the provincial highway system where the posted legal speed limit is 50 or 60 km/h.
Vehicle Modification	A motor vehicle in which the axles, body, brakes, engine, steering control or suspension have been substantially altered or replaced with components of a different design or capacity from that approved by the manufacturer of the original vehicle.
Victims	All persons killed or injured in a motor vehicle related collision occurring on a public roadway.